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CHARLES B. WRIGHT DEL

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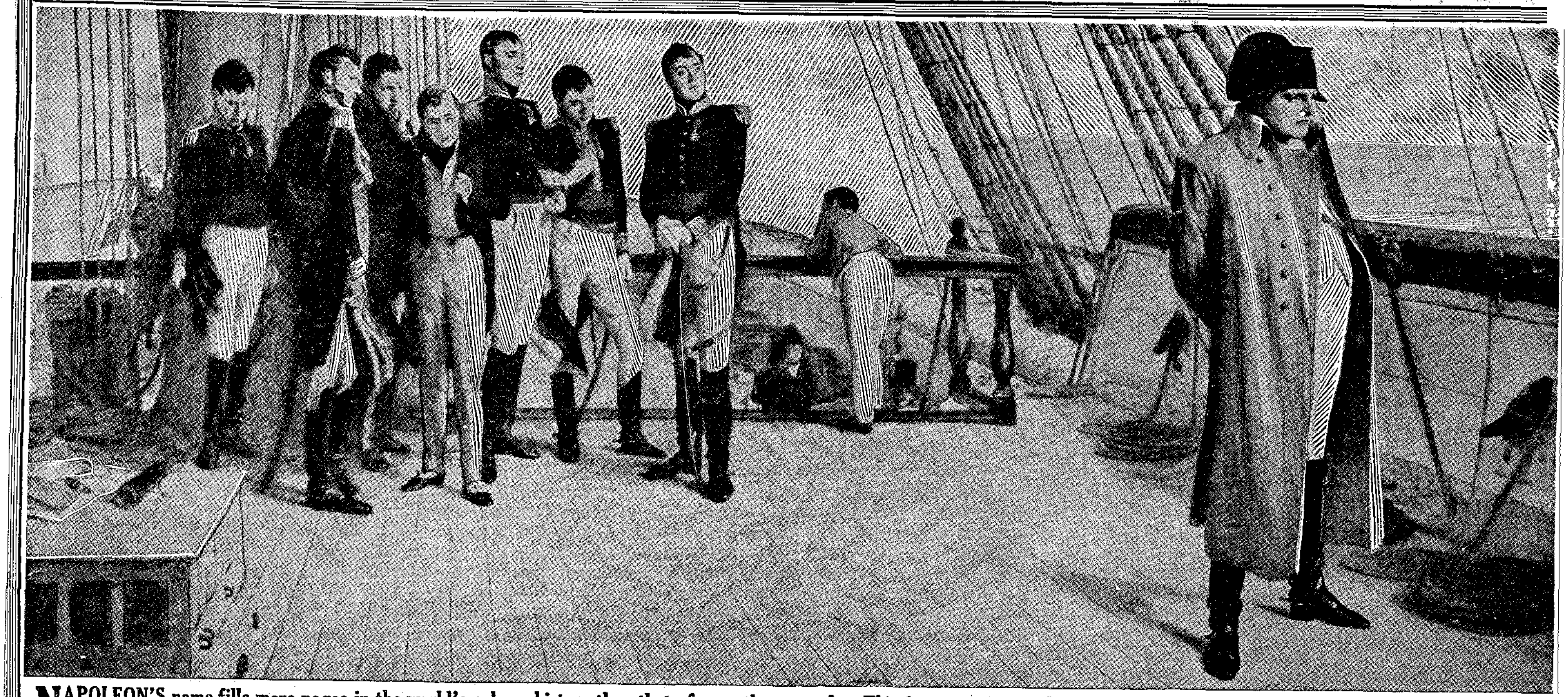

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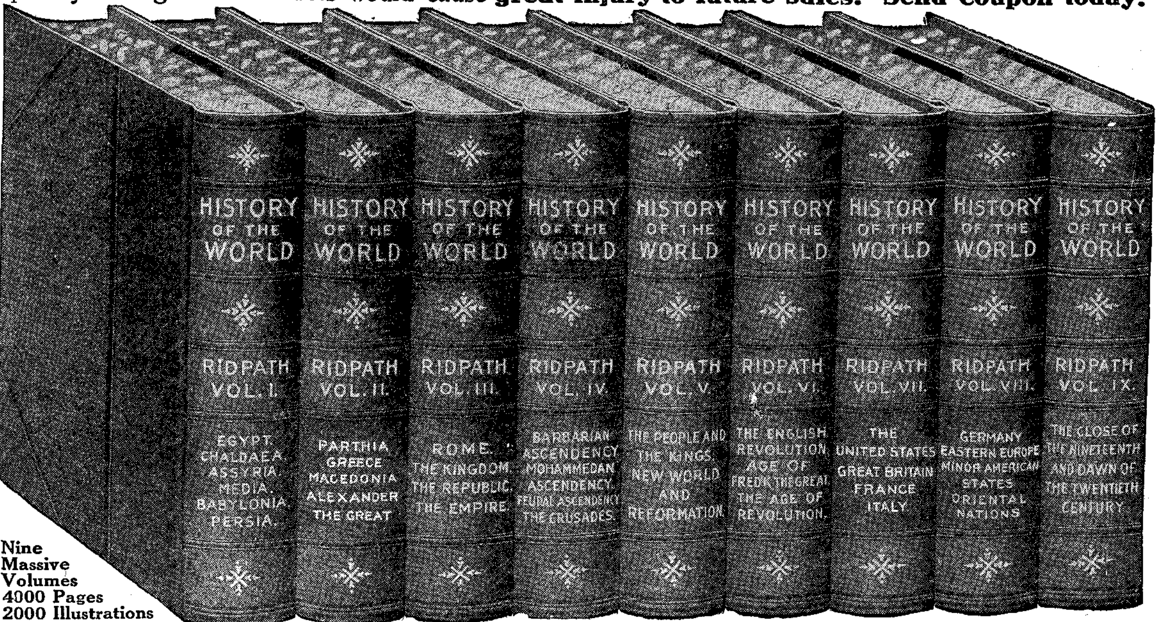
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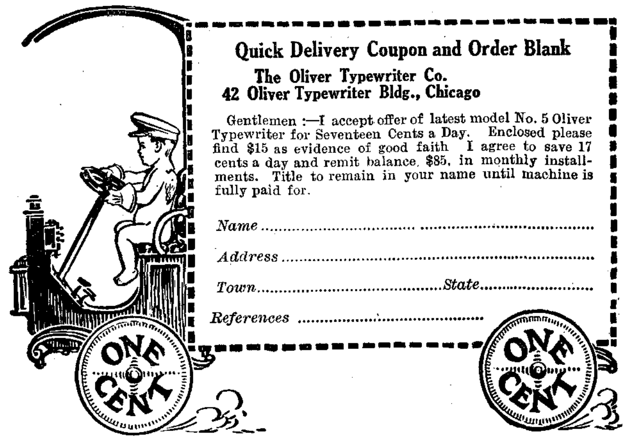

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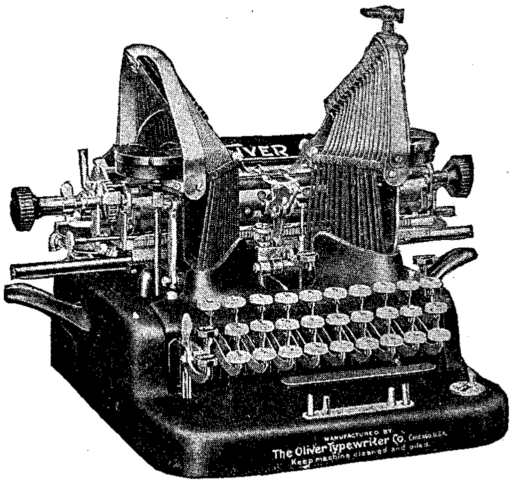

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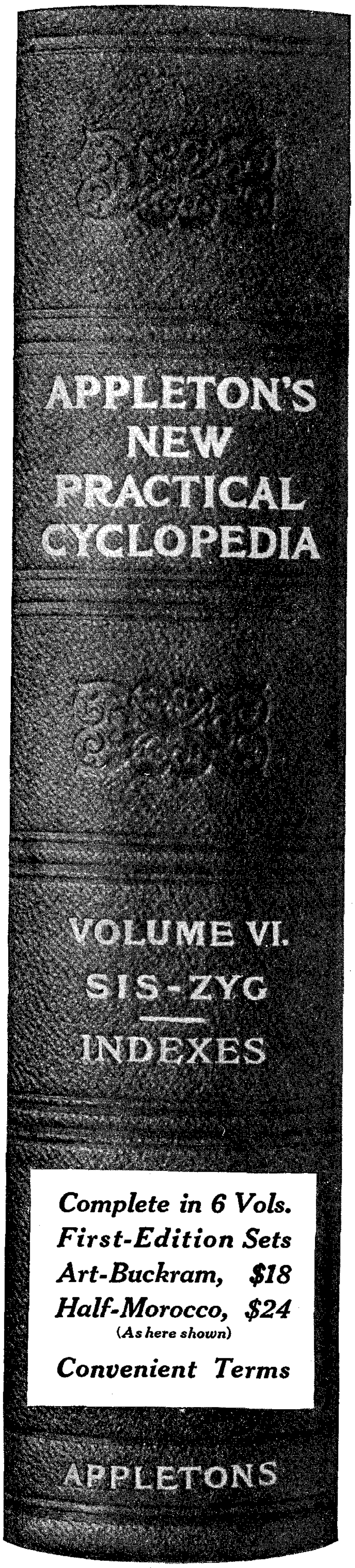

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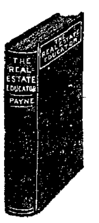

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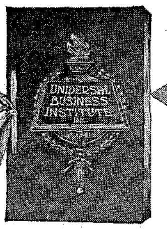

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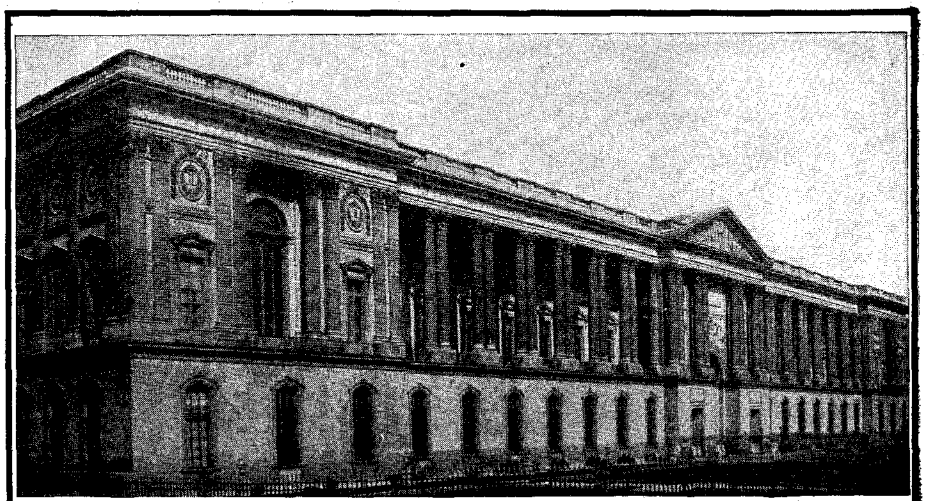

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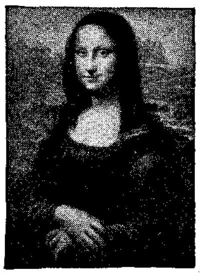

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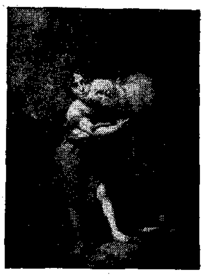

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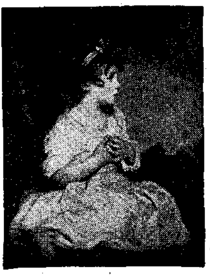

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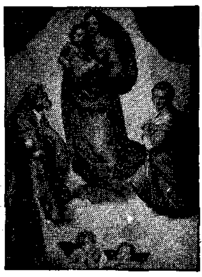

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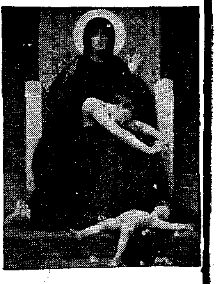

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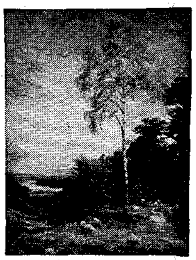

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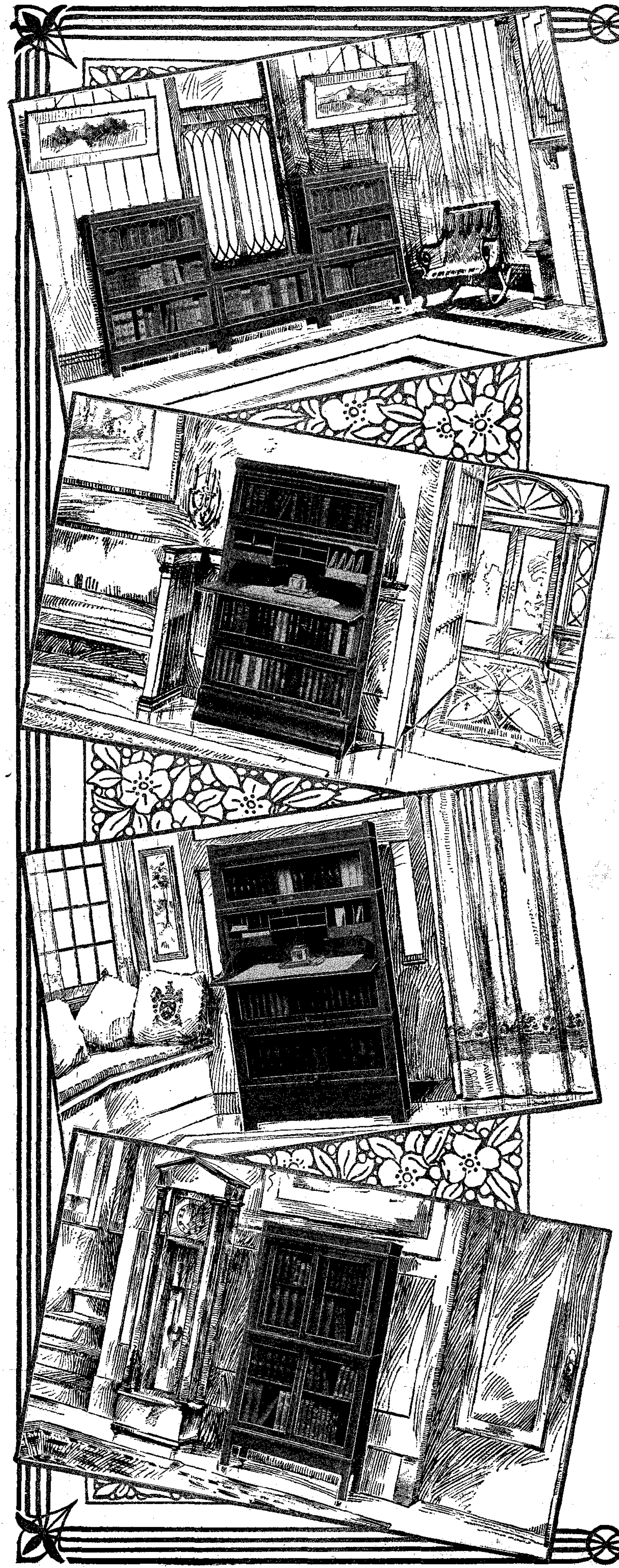

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PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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TOPICS OF THE DAY

ROOSEVELT THE DOMINANT ISSUE

WHEN Mr. Roosevelt opened one of his New York campaign speeches in support of Henry L. Stimson with the declaration that he was going to get one issue out of the way to begin with, "and that is myself," instantly from somewhere in the audience came the retort: "You'll have a tough job." There are many indications that this impromptu prediction was not very wide of the mark. Describing New York as the "bloody angle" in the general battle whose outcome will be decided on November 8, the Springfield *Republican* (Ind.) declares that "if Mr. Roosevelt can save New York while neighboring States are captured by the opposition, his own national leadership and influence will take on a finality unapproached even in his own career." In the opinion of the Milwaukee *Free Press* (Ind. Rep.) the test of Mr. Roosevelt's strength is to be looked for in the Indiana as well as in the New York election, since in both States "he has made the election of certain candidates a personal matter." "The outcome in New York," adds the same paper, "will be regarded as a criterion of the rough rider's standing in the East, that in Indiana a criterion of his standing in the Middle West." And many alarmed observers in both ranks are crying out that the event will be fraught with possibilities far more momentous than the above dispassionate statements would suggest.

If he should be victorious, declares the Charleston *News and Courier* (Dem.), "with his Big Stick he would thrust aside all barriers and ride roughshod over all law, substituting for constitutional guaranties his personal dictatorship." While only a few months ago the American people were laughing at the talk about Roosevelt's assumption of dictatorial power, remarks the New Orleans *Picayune* (Dem.), "to-day thoughtful citizens are no longer ridiculing such a prospect, because they have come to realize that it is at least within the bounds of possibility." Mr. John A. Dix, in his speech accepting the Democratic nomination for Governor of New York, and in a later address at Buffalo, declares that Mr. Roosevelt himself, his record, his ambitions, his character, his methods, are the most vital issue ever presented to the people of this State. If he should succeed in imposing his "New Nationalism" upon the country, says Mr. Dix, "then all the sacrifices made by the founders of the Republic, all the blood shed for its preservation, will have been in vain, and we shall see in a time of profound peace a dangerous disturber bringing about the destruction of a free people against whom all the forces of the world in arms might have been hurled in vain." And the New York *Journal of Commerce* (Com.) quotes an unnamed intimate and confidant of the Colonel as saying: "Mr. Roosevelt has ambitions far transcending that of becoming merely President of the United States. He aspires to acquiring unlimited power." "Mr. Roosevelt has come to regard himself as a natural depository of governmental powers," asserts *Harper's Weekly* (Dem.), while *Wilshire's Magazine* (Socialist) suggests that he "has been cast for a spectacular and possibly important part in the process that is inexorably carrying the present economic system toward ultimate Socialism."

Turning to Republican testimony, we find President M. Woolsey Stryker, of Hamilton College, a close friend of Vice-President Sherman, describing the Colonel's self-imposed leadership of the Republican party as "the issue to which all other issues are secondary," characterizing Mr. Roosevelt as "the idol of mediocrity," and remarking that "there may be one who thinks he would make a good Diaz, but few of us would make good Mexicans." Ex-Senator Joseph B. Foraker makes his contribution to the cause of Republican harmony in Ohio by declaring Mr. Roosevelt a menace to the Republic, and characterizing his "New Nationalism" as treason. Of the political principles constituting the New Nationalism he says:

> "It is well to note that they violate our dual form of government by arrogating unto the National Government the control of matters so purely local that they clearly belong to the jurisdiction of the States; they also authorize the courts to construe the Constitution, not as the precedents require, but in such manner as may be necessary to make it keep abreast with the spirit of the times. . . . . . .
>
> "Such a preachment is not nationalism, either new or old, but imperialism pure and simple. It is, in spirit at least, as treasonable as secession itself.
>
> "The power it would give to the President of the United States would be far more autocratic and dangerous to the liberties of this people than are those of any monarchy in Europe."

Charles H. Young, ex-president of the New York City Republican Club, in bolting his party's ticket declared that "if Stimson is elected I feel that Roosevelt will be President again and that we should have nothing but wind-storms for four years —if we ever got him out." The attitude of still others has been described as not unlike that of the citizen of Athens who voted that Aristides should be banished because he was tired of hearing him called Aristides the Just. "The Colonel has been going too fast," declares *Life* (New York), and adds:

> "He needs hobbles, and this is a good time to put them on.

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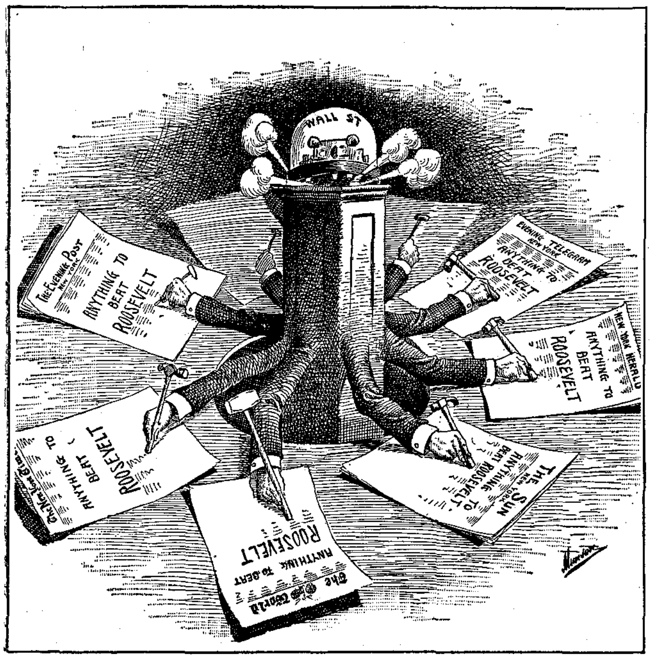
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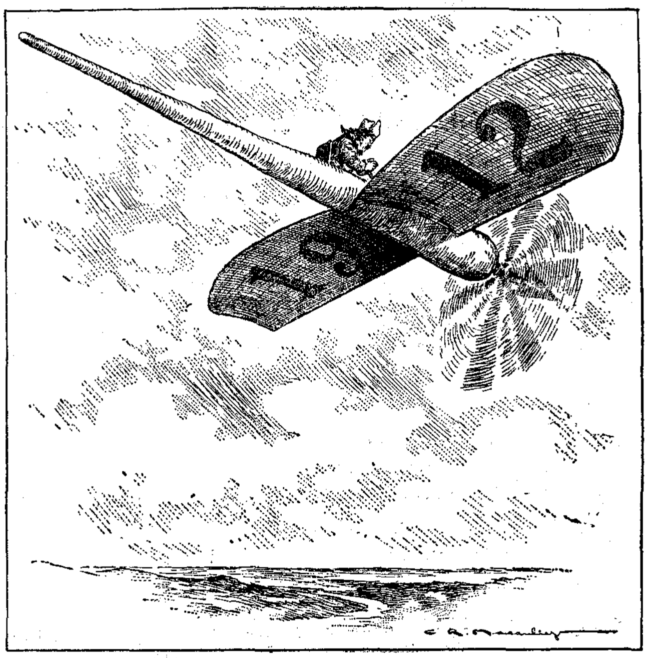
THE EDITOR.
—Munson in the Newark *News*.



FOR ALTITUDE AND ENDURANCE.
—Macauley in the New York *World*.

THE BIG TICKER AND THE BIG-STICKER.

him, and that in spite of the fact that he is in so many respects so much better than so many of the men that are eager to throw him down, and in spite of the reluctance with which any man of sporting instincts must set himself to contrive obstacles for so dazzling a performer."

The Boston *Transcript* (Ind. Rep.) finds that "hostility of the business classes toward Theodore Roosevelt, to an extent never before known, is one of the most striking facts of the times." In support of this statement it declares that "men who serve on many corporation directorates in New York are wont to testify that they know no person in all their acquaintance who has not turned against Roosevelt." The same paper goes on to cite the various counts in the indictment brought by at least a portion of the business community against the ex-President:

> "It is alleged that he has taken up all the causes and isms of William J. Bryan, differing from the Nebraskan only on free silver, which was but a momentary expression of the populistic impulse. The whole current of anticorporation legislation, State and National, which seems to be running everywhere with increasing force, is attributed to the agitation which he set up, and to the activities of the crop of imitators whom he has brought into being. All this is said to be very bad for business. The panic of 1907 is still recalled as a product of Rooseveltism. His attacks on the judiciary are particularly resented. Conservative people see in the Supreme Court the great bulwark of the established order. . . . People, believing this, think of Roosevelt as undermining a final barrier against the mob. . . . . . .
>
> "Some of his critics say that even if he were the best man in the world, and all his aims confessedly perfect, they should oppose the advance of any man who had acquired such a hold over the American people, as subversive of the essential spirit of republicanism."

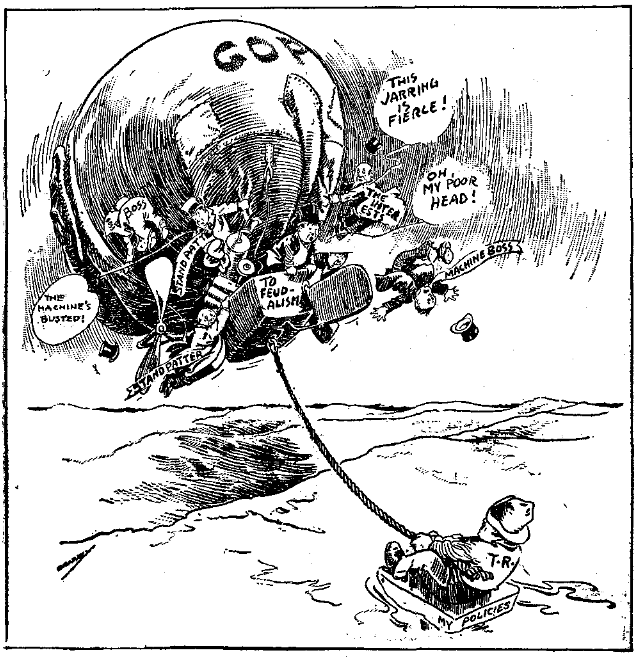
While admitting that the Colonel does not aim to be king and found a dynasty, the Springfield *Republican* (Ind.) nevertheless sees in "the late conduct of Mr. Roosevelt, and a certain frenzy of response which comes from the crowd behind him, a danger which has seldom threatened us, but one which, where it does arise in a republic, must transcend all other public matters in importance." In reassuring tone, however, the same paper goes on to say:

> "The people can be trusted in this as much as in other matters. No man, however popular, could aim at the overthrow of the Republic, either in fact or in name, without courting personal destruction. If it were his sinister ambition to achieve a permanent supremacy safeguarded by the monarchical principle, he could not possibly succeed unless he were able to deceive the people as to his real intentions. And such a deceit must be regarded as beyond the limits of possibility, unless conditions now undreamed of should arise to promote the establishment of a preliminary dictatorship like that of Cæsar or Cromwell or Napoleon."

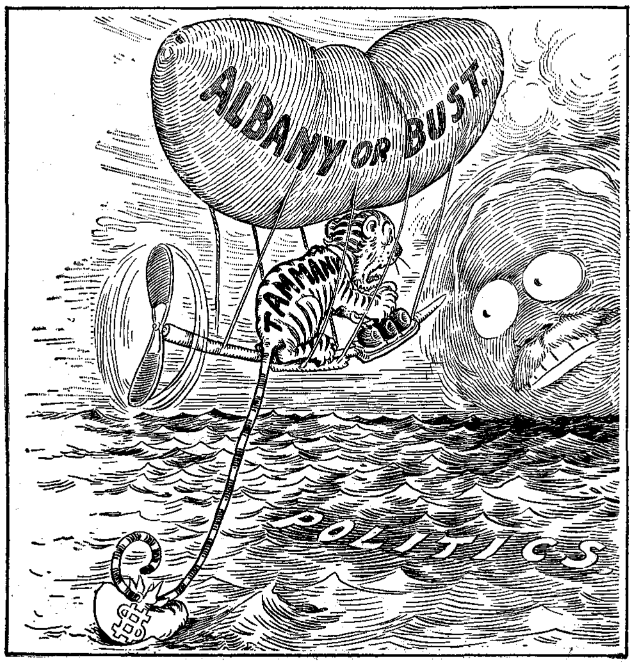
The New York *Evening Post* (Ind.), however, reminds us that "the danger from Roosevelt is not that of outward revolution, but of just that kind of undermining of the spirit of our institutions which is the only real peril of a republic." This danger, it seems, lies really in the masses behind Mr. Roosevelt, and in the opinion of *The Evening Post* "the time to meet a peril of this kind is when it first shows its head." We read:

> "It is not that he is going to impose his will upon the country in the face of popular opposition; popular applause is the very breath of his nostrils. There is not an evil precedent that he will establish, not a barrier against arbitrary power or against Federal centralization that he will break down, but with the backing of an uproarious public sentiment. The question before the country now—as it will be the question in 1912 if he shall be the candidate—is whether there is in the sober citizenship of the country strength sufficient to overcome the noisier and more volatile element that masses itself behind such agitators as Bryan or Roosevelt. To dismiss such a question as of no consequence because there is no immediate danger of the country being revolutionized, is tantamount to saying that we need never give ourselves any anxiety about any question touching the fundamentals of our Government; and that would clearly be to live in a fools' paradise."

Turning now to the other side, we are reminded that these attacks and detractions owe much of their prominence to the fact that they are thrown against the background of Mr. Roosevelt's immense popularity. Even *Life*, which in a perfectly friendly spirit would like to see him "hobbled," declares that "the Colonel's detractors are a small band compared with the company who like him." The Chicago *News* (Ind.) hastens to assure its readers that "the people in New York City are not all engaged in throwing up barricades and otherwise preparing to resist Colonel Roosevelt's efforts to have himself crowned Emperor of the United States." In one of his speeches last week Mr. Roosevelt himself explains the attitude of business toward his policies. He tells us that there has been a deliberate effort on the part of "the great financiers who desire to ob-



THE "EQUILIBRATOR" AT WORK.
—Bradley in the Chicago *News*.



WHAT CHANCE HAS THE CAT GOT?
—Bartholomew in the Minneapolis *Journal*.

A BAD YEAR FOR GAS-BAGS.

tain or retain improper special privileges" to "mislead and frighten their colleagues who are not crooked, and especially to mislead and frighten the small business men by telling them that disaster impends if Stimson is elected Governor, because Stimson is closely allied with me and I, forsooth, am a dangerous man and especially dangerous to business." Mr. Roosevelt goes on to say:

"I do not think this appeal has had as much influence as I at one time feared, but still it undoubtedly has had a certain influence. A number of honest business men, and especially of the honest small business men, have been affected by the statements of those whom, even if they distrust, they look up to as leaders in the business world."

Many papers are protesting against the panicky Rooseveltphobia which has resulted. The warnings proclaimed by such papers as the New York *World* (Dem.) and New York *Evening Post* (Ind.), declares the New York *American* (Ind.), are "an insult to the American people." To quote further:

"*To say that we must now make our choice between mobbery and monarchism—between the coarse tyranny of Tammany Hall and the finer tyranny of a kingship—is to say that we have sunk to a bottom level of moral decadence.*"

Here in New York where the prize of illicit privilege is the highest, says the New York *Press* (Rep.), "the special interests have resolved to make a test of whether the American people can be prevented from controlling and conducting their own Government, or whether they must be permitted to exercise that right." To this end, it goes on to say, the combined cohorts of special privilege are centering their whole attack on Theodore Roosevelt, the people's leader. To quote further:

"Merged, coalized, and consolidated into a solidarity of forces, all the Reactionaries—the Democratic and the Republican Reactionaries together—are striving desperately to wipe out of American politics Theodore Roosevelt, by popular acclaim the leader of the people in their struggle for the recovery of their fundamental rights of self-government. They are trying to wipe out Theodore Roosevelt because he is at the head of the popular movement.

"It is not that Roosevelt is aiming to be a king, as they charge; it is not that Roosevelt is an enemy of the courts, as they charge; it is not that Roosevelt is seeking to foment discontent merely to serve his own ambitions, as they charge; it is not that Roosevelt is a madman, as they charge. It is that Roosevelt is leading the American people, who are going out to battle against the boss rule which works in behalf of the special interests!"

This same point is urged by the New York *Tribune* (Rep.) and the *Evening Mail* (Ind. Rep.). Says the latter paper:

"Are they really fearful of the coming of a king, or do they dread the coming of an honest man as governor, backed up by an honest legislature and a public sentiment that will tolerate no trifling with the public interests?

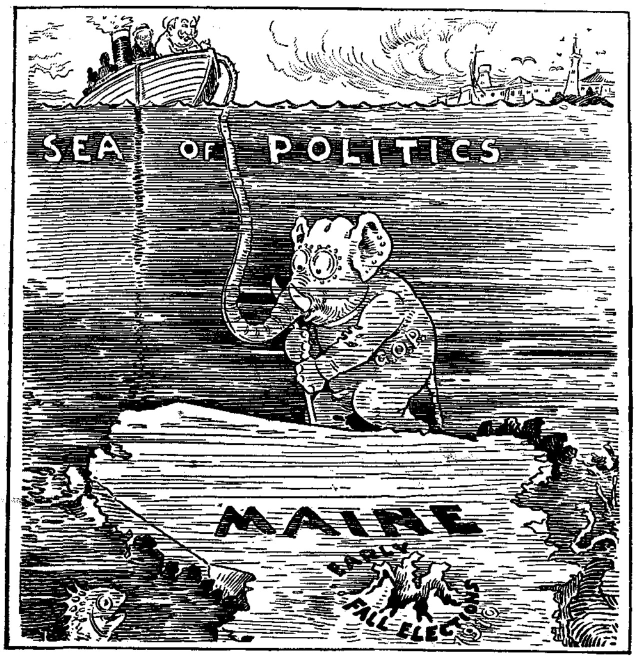
"Do they really fear the coming of a man on horseback, or do they dread the approach of justice and the possibility of a prison cell?

"Let us not talk of kings or emperors in this campaign; let us talk of rascals—the rascals of both political parties that have been selling themselves to traction trusts, to race-track gamblers, to ice trusts—to every influence that had a corrupting dollar to use against the public interest.

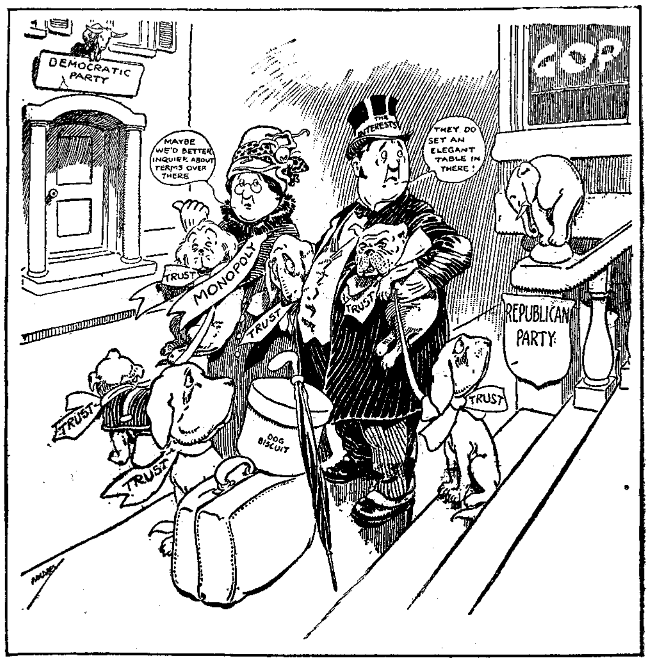
"This fight is against the menace of such men—not against the menace of a Roosevelt triumph."

ENGLISH JUSTICE IN THE CRIPPEN CASE

THE MORAL of the Crippen case, one editor remarks, is that if an American makes up his mind to murder his wife he had better do it at home and not in England. Here, declares the Chicago *Tribune*, such a murderer has a fair chance to escape punishment entirely through a jury befooled by a smart lawyer or through a fanatically technical Supreme Court. What his chances are in England may be inferred from the fact that in a London court the somewhat complex case of Dr. Hawley H. Crippen, accused of wife-murder, terminated in a death sentence after a trial lasting only four days. "The case," remarks the New York *Commercial*, "was of exactly the sort that are almost invariably stretched out over weeks and months here in the United States—the crime itself a most uncanny and revolting one, and the morbid among the masses excitedly eager for every detail of the testimony and the procedure." "It would be unfair to assume that Crippen, had he been tried for a similar crime in this country, would have surely gone free or escaped the extreme penalty," says the New Orleans *Times-Democrat*; "but no one doubts that his trial here would have been much longer drawn out and its result decidedly uncertain, with a strong likelihood of a mistrial,



CAN THEY FLOAT HER?
—Bartholomew in the Minneapolis *Journal.*



THE POSSESSION OF PETS COMPLICATES MATTERS WHEN IT COMES TO CHOOSING A BOARDING-HOUSE.
—Bradley in the Chicago Daily *News.*

DOGGED DETERMINATIONS.

or appeals, reversals, retrials, and the consequent delays seemingly unavoidable under the American system of procedure." The same paper is at one with most of its contemporaries when it asserts that, in spite of the swiftness of procedure in the London court, Dr. Crippen "has had, we think, as fair a trial as could have been given him anywhere."

To emphasize a comparison which they find far from flattering to American criminal-court methods many papers recall the fact that in Tennessee the trial of the Coopers for shooting ex-Senator Carmack—an act committed two years ago in broad daylight on the principal street of one of America's large cities—is not yet finally disposed of. Others refer to the indeterminate outcome of the twelve weeks' trial of Harry Thaw in New York for the murder of Stanford White—a case, as the New York *World* remarks, in which "all the more important facts were indisputable." The same paper reminds us that while the Thaw trial was going on a London court tried the murderer of the great merchant Whiteley in five hours. "Not 2 per cent. of our murderers go to the gallows, even when there is no doubt whatever of their guilt," declares the Baltimore *Sun;* and the Richmond *Journal* asks pertinently: "Is it difficult to understand why murder is more prevalent in this country than in probably any other civilized country in the world?"

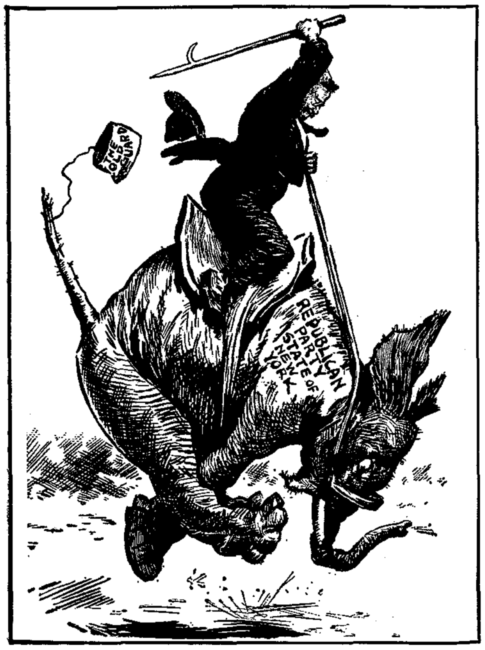
The facts of the Crippen case, it will be remembered, are briefly as follows: After Dr. Crippen had mysteriously disappeared from his London house the mutilated body of a woman, believed to be that of his wife, was found buried in the cellar. The doctor was finally traced and captured as he landed in Canada with his mistress, Ethel Leneve, and was taken back to England for trial. The evidence showing the body to be that of his wife, as well as that pointing to him as the author of the crime, while very convincing, was admittedly circumstantial rather than direct. The case was tried at the Old Bailey before Lord Alverstone, Lord Chief Justice of England. The selection and swearing of the jurors, dispatches tell us, occupied eight minutes. Perhaps the most illuminating account of the trial that reached this side is given by the London correspondent of the New York *Sun.* To quote in part:

> "Once only in the four and a half days did the counsel protest at anything that happened. This was done by counsel for the defense, who objected to the introduction of a crown witness after the case for the crown had been closed. The judge said: 'I will admit the evidence so far as it is justified by the prosecuting counsel's opening statement.' Counsel for the defense remained standing a moment in further protest.
>
> "'I will take care of you, Mr. Tobin,' said the judge. Counsel bowed and took his seat. The incident occupied hardly a minute.
>
> "Not a single witness was examined or cross-examined by counsel on either side without the judge's intervention, sometimes requesting counsel to make his question clearer, sometimes helping the witness to couch his answer; always making every effort to save time. It mattered nothing whether it was a crown or defense witness, when counsel had finished with him or her the judge would say: 'Now I want to ask a few questions.' Then in three or four lucid questions he would elicit in plain, concise form what counsel would take twenty minutes and innumerable questions to get out. Then the judge would ask a few questions, always straight to the point, which counsel had overlooked or did not desire put. . . . . . .
>
> "In fact, it is hardly too much to say he was the chief conductor of the case both for the crown and the defense. What little could be suggested in Crippen's favor he pointed out in summing up. What points might be considered debatable—and they were very few—he stated, saying it was for the jury to decide on them. But his whole lucid retelling of the story from the evidence could not have been more damning had it come from the mouth of the prosecuting counsel. Indeed, its impressive delivery and its aloofness from all personal feeling made it far more convincing of the prisoner's guilt than the final address of the prosecution to the jury."

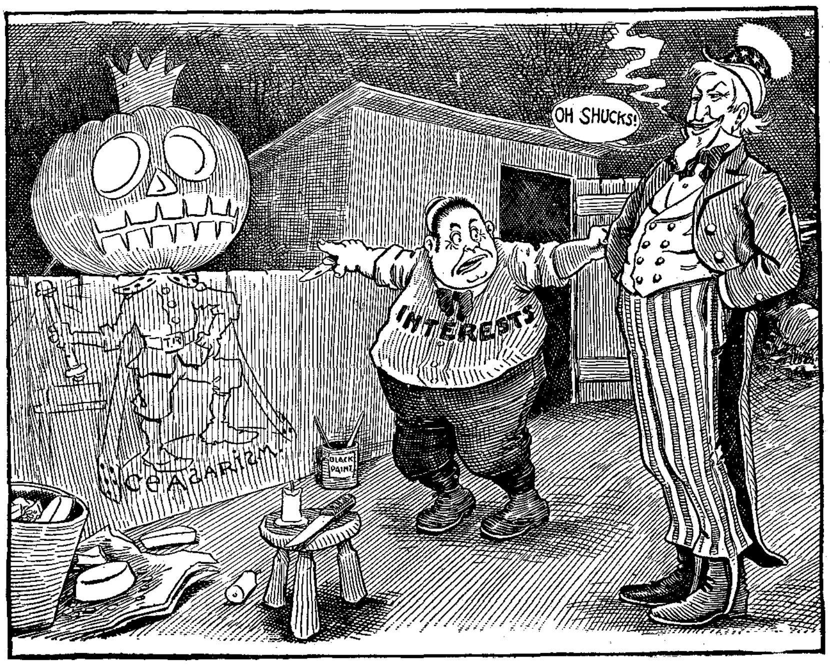
President Taft has more than once dwelt upon the need of reform in our legal methods, and in his brother's paper, the Cincinnati *Times-Star,* we read:

> "Perhaps the most needed reform in this country to-day is the simplification of legal procedure and the more rapid carrying out of justice. Society needs such a reform in criminal cases for its own protection; in civil cases it needs it quite as much for the protection of the man of moderate or small means who is unable to bear the expense of protracted litigation."

Not entirely unanimous, however, is the tribute of our press to the excellence of English justice. Thus the Cleveland *Plain Dealer,* while admitting that "if Crippen is hanged very few will believe that his punishment is unmerited," goes on to complain that the brief deliberation of the jury on so important a case was "little short of indecent." And in the Detroit *Free Press* we read:


THE OLD GUARD
REPUBLICAN PARTY STATE OF NEW YORK

"THE DIFFERENCE BETWEEN A LEADER AND A BOSS IS, THE LEADER LEADS WHILE THE BOSS DRIVES."—Theodore Roosevelt at Saratoga.
—Kemble in *Harper's Weekly*



THE BUGABOO.
—Bartholomew in the Minneapolis *Journal.*

FIND THE BOSS.

"The London jury were able to decide this problem in less than half an hour after it had perplexed the world for months because the judge practically settled it for them. Lord Alverstone's conduct of the case was that of a personal conductor. He dominated the proceedings throughout, as the cables tell clearly. . . . . . .

"An Alverstone may be trusted with such absolute power, but could the average American judge be given it? Hardly. Most of them lack the sense of aloofness, the capacity to regard only the need for securing justice, even the training in professional technic, which qualified the judge who tried Crippen to discharge the extraordinary duty laid on him in so extraordinary a manner. We need a different kind of judge, as well as a different kind of procedure over here, if we are to have the British celerity in disposing of criminals. . . . . . .

"Some check upon the arbitrary power of the British judge is necessary before American instincts will be satisfied to adopt the system of which it is so prominent a part. We are still as a people affected with a conviction that the old adage is true which prefers the acquittal of 99 guilty men to the punishment of one innocent man."

MR. TENER'S REPLY

THE CHARGES against John K. Tener, Republican candidate for Governor of Pennsylvania, which were discust in these pages last week, aroused a feeling "that he should defend himself or else retire from the ticket." He has chosen the former course, and his friends believe that his vindication is complete, tho his critics doubt it. The Philadelphia *Telegraph* (Rep.) thinks Mr. Tener has completely cleared himself of any connection with the alleged shady business methods of the company of which he was for a time president. The Pittsburg *Gazette-Times* (Rep.) and the Harrisburg *Telegraph* (Rep.) are equally certain that Mr. Tener has a clear case in the libel suit which he is bringing against the editor of *The North American.* In the statement given to the press, Mr. Tener not only denies unqualifiedly any fraud or irregularity in the management of the company, but even offers to repurchase from its present holders any stock which may have been sold on the strength of his connection with it. He says in part:

"In December of last year I was visited in Washington by William L. Chrisman, an attorney, of Philadelphia, and F. L. Smart, who requested me to become president of the National Public Utilities Corporation. . . . . . .

"I was also informed that the company had been incorporated according to law, was properly organized, and could legitimately carry on the business for which it was intended, which was the building of a railroad from Astoria to a point beyond Seaside, in the State of Oregon. I also made inquiry of those believed to be familiar with the locality as to the practicability of the enterprise.

"After this I concluded to accept the presidency and served in that office and as director during the first quarter of this year, but as my labors in Congress were daily increasing because of important legislation then pending, which required practically all of my time, I resigned from the company. For some reason or other my resignation was not accepted at the time I tendered it, but I received no salary as president except for the months of January and February, altho entitled to the salary for March.

"Fifty thousand dollars, par value, of the stock was sent to me, and I immediately returned it, with a letter stating that I would not accept it as I had not earned it, and was not entitled to it. A little later $20,000, par value, of the stock was sent to me, which I also returned, and for the same reason.

"I believed the objects of this company to be legitimate notwithstanding the vicious attacks which have been made against it; I am not convinced to the contrary, and to-day am of opinion that they could be successfully carried out. Charles N. Bennett, a civil engineer of high repute in his profession, whom I sent to Oregon on my election to the presidency, reported favorably upon it and within a week past has reiterated that opinion and has stated that if Eastern capital could not be had to carry the work through local capital there could be had to do it. . . . . . .

"I never promoted the National Public Utilities Corporation, was not a participant in its promotion, never sold any of its stock, or solicited anybody to buy any of its stock. My connection with it was entirely honorable and straightforward, as I have above described.

"I am informed that about $39,000 in cash (not nearly $2,000,000 as published) have been paid to the company for stock, and to show that I do not wish to evade any responsibility in the matter, if any man, relying upon my being president, or upon my name being used in connection with this company during the time I was president, presents proof to me that he purchased any of the stock and paid cash to the company, I will take the stock from him and give him exactly what he paid for it in cash.

"Whatever was done by this company as respects the taking over of any other or subsidiary companies, or enterprises, was before my connection with it, and with which I had nothing to do, but believe, and had the right to believe from the character of those who were in control, and from my investigation, that all had been properly and legally done."

Some of the Republican candidate's political opponents remain unconvinced, however. To the Pittsburg *Post* (Dem.), his answer is far from assuring, and the Pittsburg *Leader* (Ind.) finds it no denial at all, but a "lame, halting, and puerile apology." Says *The Leader*:

"It is specifically charged by the Philadelphia newspaper that Tener sold his name to this aggregation of financial pirates, to be flaunted at their masthead, for the paltry sum of $5,000 a year.

"Tener makes no effort to refute the charge. He admits that he was president of the company until he found that he could not give his duties the attention they required and then he resigned. . . . . . .

"He admits that he took the salary offered him, but he denies that he ever accepted any 'stock.'

"Why would he bother about the 'stock'? All the capital of the fraudulent concern was composed of worthless 'securities' of several bankrupt corporations and had practically no value except what it would bring through fraudulent exploitation and unloading upon the public.

"The $5,000 'salary,' however, was a very different proposition. He was to get that in good hard cash, and for that reason alone he became the company's 'decoy.'"

The North American, too, returns to the attack, calls Mr. Tener's speeches "gelatinous piffle," and answers his statement "I never held any of the stock," by printing this "transcript of page 103 of the stock ledger of the swindle":

J. K. TENER, CHARLEROI.

Smart and Adams	330	J. K. Tener	2000
Smart, Adams, Bromley, Chrisman	5000	G. C. Fulton	500
J. K. Tener	2000	Smart, Adams, Chrisman, Bromley	2500
	7330		5000

MISSOURI'S PROHIBITION FIGHT

THE GREAT overshadowing issue of the State campaign in Missouri, which with Florida, Oregon, and Oklahoma will vote on State-wide prohibition at the coming election, is the contest between the "wets" and the "drys." In St. Louis, says a Missouri correspondent of the New York *Evening Post*, men "are going about the streets wearing buttons in the lapels of their coats bearing this legend: 'Save St. Louis,'" and "they look and talk as if a wreck of worlds and a crash of matter was an imminent danger." This, according to *The National Prohibitionist* (Chicago), "is by far the most important battle against the rum traffic that has been waged in this or any other country." Both sides agree that the strength of the Prohibition party lies in the rural districts and smaller cities, while the "antis" are likely to poll a very large vote in St. Louis and Kansas City. The liquor interests are also counting on Missouri's large German population.

The Citizens' Defense Committee of St. Louis, which is credited by *Mida's Criterion* (Chicago), a leading organ of the liquor trade, with "representing the industrial, commercial, educational, and professional interests of St. Louis, and no member of which is connected with the manufacture or sale of liquor," asserts that State-wide prohibition would have these "appalling results":

"1. Not less than one-fourth of the manufactories and commerce of the city ((St. Louis) would be eliminated.

"2. Not less than one-fourth of the population of the city would be deprived of means of living.

"3. Not less than $140,000,000 of property would be destroyed.

"4. Wages to the extent of not less than $6,922,000 annually would cease to be paid.

"5. Over 45,000 wage-earners of St. Louis would be directly affected.

"6. Not less than 130,000 persons, nearly one-fifth of the population, dependent directly or indirectly on the brewing and allied industries would have to seek other means of livelihood."

This is answered by *The Central Christian Advocate* (Kansas City), which with most of the religious papers and the great majority of the ministers, and church organizations, is actively enlisted in favor of the amendment. To quote:

"The population of St. Louis is 687,029. 'One-fourth of the population,' which 'would be deprived of means of living' by State-wide prohibition, is 171,758. This is proved in the statement that 'over 45,000 wage-earners of St. Louis would be directly affected,' and 'would have to seek other means of livelihood.'

"Where are those 45,000 wage-earners?

"Taking up the recent bulletin of the Federal census, 'Earnings of Wage-earners,' we are able to make some comment on these so-called 'appalling results': There are in the entire State of Missouri 29 breweries. These breweries employ a total of 2,212 persons, including bottlers, cellar men, drivers, fermenters, kettle men, and including little children under sixteen years of age. If we take the ratio given above by the Citizens' Defense Committee . . . we will have as dependents upon the breweries 'for a livelihood' 8,848 persons. . . . . . .

"The 'Manual of the State of Missouri,' official, issued by authority of the Secretary of State, places the number of 'dram-shops,' in St. Louis, all places having a license to sell malt and spirituous liquors, as 2,258. These saloons, of various qualities, employ one or two bartenders. Taking the city through the saloons would not average two bartenders. But accepting two bartenders as a fair concession, we have 6,774 persons in the city of St. Louis who are directly interested in selling alcoholic drinks. Computing these as above, as being responsible each for the support of four persons, we have a total of 26,096 persons whose living is at this moment absolutely dependent on the saloon python. Adding to this number the numbers in the entire State of Missouri who are immediately dependent on the breweries 'for a livelihood,' we have a grand total of 32,870 persons in St. Louis who would immediately have to have their source of maintenance changed to something respectable.

"'One-fourth of the population of St. Louis would be deprived of means of living.' One-fourth of 687,029 is 171,758. We may be pardoned if we are a little curious to know where the other 138,888 persons are. . . . . . .

"*Not less than $140,000,000 of property would be destroyed.* Indeed. Where is this property?

"The brewers of St. Louis made this sworn statement of the value of their properties, visible and invisible, in their returns to the assessor, giving a total valuation of the breweries as $7,537,320. Now the value of property made in the statement scattered broadcast by the Citizens' Defense Committee is placed at $140,000,000. Throwing the figures into a table we have:

Statement of Citizens' Defense Committee	$140,000,000
Statement of Brewers	7,537,320
	$132,462,680

"Where is this $132,462,680 which would be destroyed? Count every doggery, every house of ill fame, every kind of saloon, where is that $130,000,000?

"Why do respectable gentlemen lend their names to such wildcat financial balance sheets?"

Both the Republicans and the Democrats side-stept the amendment issue in their State conventions. *Mida's Criterion* calls this a "tremendous body blow" for the prohibitionists. But it is just as welcome to the other side. The St. Louis Conference of the Methodist Episcopal Church, South, adopted resolutions in which they go on record as rejoicing in "the opportunity to vote on this important question without having to become, in any way, involved in party politics," and urging "all our preachers to use all available time to present this important question to the people." Both sides are again agreed in exclaiming upon the "hysteria" of their opponents. Over against the million red, white, and blue buttons, bearing the words, "Regulation; Save St. Louis; Morality," which were sent through the State by the antiprohibition campaigners, may be seen the widely distributed children's badges with its "Save Me, Amendment Ten—Vote Yes." The prohibition amendment, be it noted, is but one of eleven to be voted on by Missourians next week. As a final parallel between the two forces, we note their equally confident predictions of victory.

While a considerable number of politicians and newspapers prefer to keep their sentiments on this burning topic unexprest, at least until after election, we find the St. Louis *Times* (Ind.), *Mirror* (Ind.), *Globe-Democrat* (Rep.), and *Post-Dispatch* (Ind.) lined up against the amendment.

LOEB'S LITTLE FINGER

JUST as the tax-ridden and downtrodden subjects of King Solomon found to their sore dismay that the "little finger" of his youthful successor was to be "thicker than my father's loins," so the amateur and professional smuggler and the dishonest importer are learning to their sorrow that the every-day activity of the present Collector of the Port of New York is accomplishing more than the most strenuous efforts of his predecessors. The society smuggler has at last discovered that the swindling of "even a congenial easy mark like Uncle Sam," as the Philadelphia *Telegraph* puts it, "may soon be considered unsafe, if not exactly bad form." A wealthy would-be defrauder of the Government who was fined $5,000, heard the presiding judge warn the public that "any tourist in the future who smuggles in goods and accompanies it by false declarations will be sentenced not only to a fine, but to some period of imprisonment." It is being suggested by the press that there would not have been so much smuggling in the first place, if the authorities had not spoiled the child by sparing the rod. Or, in *The Transcript's* Bostonian phrase, the recognition of "the value of apprehension and punishment as a deterrent to wrongdoing" has been "more honored in the breach than in the observance." This editorial ends with the suggestion that the only way to keep people from smuggling is to keep them "reasonably scared." Not only is Collector Loeb's successful crusade on smuggling doing much to discourage that gentle art, but the Collector has also "taken a once negligible by-product of the tariff and made it yield double the former profit to the Government," says the New York *World*, which goes on to quote official figures showing the largely increased revenue from this source:

> "According to the report of United States District-Attorney Henry A. Wise, while in 1907 253,293 passengers paid $487,921 in duties, in 1909 $1,041,378 was collected from 295,846 passengers, and the receipts from 248,352 passengers during the ten months of the current year have exceeded that amount. Forfeitures and fines added $100,000 to the total."

The sensational raid upon Duveen Brothers, a well-known Fifth Avenue firm of art importers, reveals the Government's purpose to put an end to a practise by which some importers have for years been defrauding the United States of customs duties by false and fraudulent invoices, affidavits, and entries. As a result of the prosecution of the Duveens and of the present activity of the customs authorities, New York and Washington press dispatches are telling of offers made to Mr. Loeb by importers who are willing to confess past guilt and to make full restitution in order to avert criminal proceedings. We read in the New York *Journal of Commerce*:

> "The Treasury officials are reticent in regard to these new cases, but acknowledge that the total amount involved is large. Some of the importers are described as literally shaking in their boots as the result of the Duveen prosecution, and have gone to the Collector with both hat and money in hand."

This paper also quotes Collector Loeb as saying:

> "It oftentimes is very difficult to obtain evidence of undervaluation which would result in conviction if tried in court, and it is for this reason that the Treasury Department oftentimes is willing to sanction a money settlement in cases where the frauds are not flagrant in character. That's why some of the offers for compromise will be accepted."

TOPICS IN BRIEF

A company is known by the men it keeps.—*Wall Street Journal.*

Looks as if those New York art dealers believed in the art that conceals art.—*Boston Transcript.*

Bourke Cockran reverses himself so often that he may soon begin to wear out at the hinges.—*Wall Street Journal.*

If Roosevelt should turn out to be another Julius Cæsar, we nominate Judge Parker for Marc Antony.—*Indianapolis Star.*

A consular report says that there is a great demand in Mexico for wooden legs. Bewildering are the vagaries of fashion.—*New York American.*

Attempt to organize an old-home week in Pittsburg has failed. Her prominent citizens won't come back.—*Wall Street Journal.*

Secretary Ballinger was slightly shaken up in a railroad wreck the other day but managed to cling to his seat, possibly from force of habit.—*Ohio State Journal.*

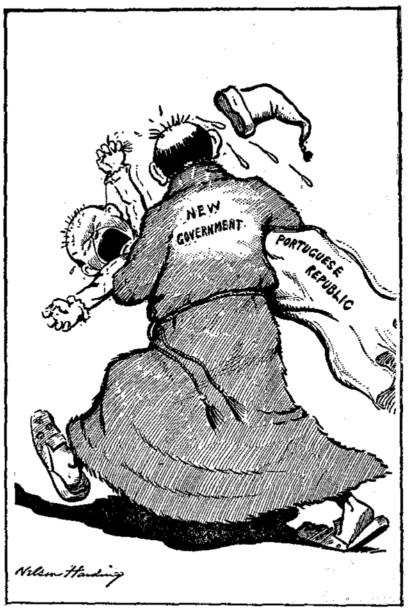
A test case seems to be a suit brought to court to decide whether there's enough in it to justify the lawyers in working up similar cases.—*Southern Lumberman, Nashville.*

"I regard this contest in this State as far more than a mere party contest," says the Colonel. So do the Republicans who propose to vote against the Colonel.—*New York World.*

A young woman of Massachusetts is nearly 6 feet 4 inches tall, weighs 189 pounds, and is always in perfect training. What a recruit for the suffragettes.—*New York American.*

A girl in New York killed herself because her supposed millionaire lover turned out to be a waiter. She should have given him time. He would have got there.—*Washington Herald.*

The continued silence of Chancellor Day, under extreme provocation, can perhaps best be accounted for on the theory that he finds no words adequate to express his opinion of the present situation.—*New Orleans Times-Democrat.*



TEETHING.

—Harding in the Brooklyn *Eagle.*

Many a financial upset is due to a small tip.—*Wall Street Journal.*

Anyhow, with Mr. Roosevelt the tariff is a local question.—*Charleston News and Courier.*

Now we know what's the matter. The Colonel's equilibrator is out of gear.—*New York World.*

It is believed now that what Mr. Taft really meant was that it is the best tariff ever drafted by such a crowd.—*Los Angeles Express.*

Senator Burton is so sure that he's really a progressive that we should hink he'd sue *The Congressional Record* for libel.—*Ohio State Journal.*

You only drop three letters to change Braganza to Braga, but otherwise the difference is rather far-reaching.—*Indianapolis News.*

Colonel Roosevelt no doubt enjoyed his airship trip. It put him in a position where he didn't have to explain anything about the tariff.—*Philadelphia Press.*

Well, there was at least one man, Hoxsey, the aviator, who dared to tell the Colonel to keep quiet and quit waving his hands at the crowd.—*Washington Herald.*

From the pictures we have seen of King Manuel we judge that he would be a success behind the glove counter of a Chicago department store.—*Totedo Blade.*

There are indications that the Republican machine in New Jersey is convinced that Candidate Wilson is violating the campaign speed law.—*New York World.*

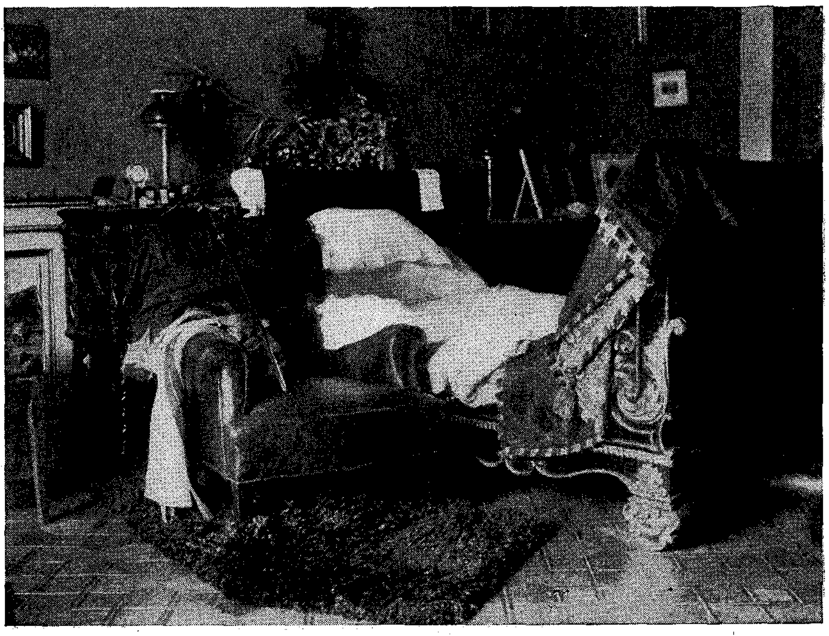
"After Coal—What?" asks an eastern contemporary in a headline. In this part of the Mississippi valley at the present time the bill isn't far behind.—*Keokuk Gate City.*

Mr. Schwab ascribes the depression felt in steel to the agitation of politicians. Conversely, it might be said the depression felt by some politicians is due to public agitation of steel.—*Wall Street Journal.*

FOREIGN COMMENT

FAIR PLAY FOR PORTUGAL

LET PORTUGAL choose her own government, and settle her domestic squabbles as she chooses, but she must prove her power to keep within international conventionalities, and avoid the faults of the government she has overthrown. The European press can do little more than say this. The Powers, we are told, will keep the ring clear and let Monarchists and Republicans fight it out. Yet the newspapers can not help adding a little advice. Some publicists look upon the revolutionists as merely a section of the mercenary spoil-dividers, others predict that they will soon find themselves in hot water. But the Republican organ of Madrid, the *Pais*, goes down to the causes of the successful conspiracy and declares that the following were "the true harbingers of the Republic":



"UNEASY LIES THE HEAD ——"

Manuel's chamber, just as he left it in his hasty exit on the morning of October 4.

"Frequent changes of the Ministry.

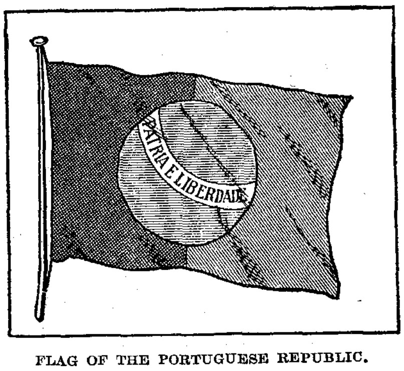
"Dishonesty in the Monarchical party, a league of freebooters rather than a political organization.

"The prevalent dislike for the unpopular Queen Mother.

"The growing triumphs of the Republican party, led by the moral and intellectual aristocracy of the country."

That this statement is a little one-sided is the conviction of the London *Saturday Review*, which remarks:

> "A good deal of money has been sunk in order to bring about this week's events, and it is in a high degree unlikely that Dr. Braga's colleagues will deal permanently in austere morality and immaculate justice. The Republican conspiracy is the conspiracy of an interested clique. It is not the movement of a patriotic party goaded to desperation by governmental tyranny or possest with a fervor of reform. Portugal will outgrow the Republicans."



FLAG OF THE PORTUGUESE REPUBLIC.

The colors are green and red, and the inscription is "Our Country and Liberty."

The Republicans are regarded by the Conservative *Epoca* (Madrid) merely as a "violent and reckless minority," and the *Fremden Blatt* (Vienna), speaking in the same tone, remarks sarcastically:

> "In the proclamation issued by the Provisional Government we read: 'The House of Braganza is forever exiled from Spain.' No mortal, however, can safely predict that any exile will be 'forever,' especially when it begins without the slightest appearance of free choice and without the least sanction of right."

As a general rule the German papers are calm and impartial. Before the Powers can do or say anything, remarks the official *Norddeutsche Zeitung* (Berlin), "they must wait for the future process of events in Portugal." The suddenness of the revolution startles the *Berliner Tageblatt*, and proves "that the monarchical régime was rotten and dead as a withered tree." The *Deutsche Tagezeitung* (Berlin) is shocked by the Army's participation in the violence of the Republican party, and it holds up this circumstance as a warning to its own Government. To quote its words:

> "It is a lesson for all monarchical states, and especially for the German Empire. We may draw from it a moral—not to permit the democratic and revolutionary spirit to find entrance into the German Army."

Of course this is the very point which gives encouragement to the *Humanité* (Paris) and furnishes a text for the following outburst:

> "No revolution has succeeded without the participation of a fraction of the Army, officers as well as soldiers. . . . Consequently it is the duty of the revolutionaries to secure the sympathy of the Army and to impress upon them the majesty and beneficence of a revolution which is backed by the exploited and down-trampled classes."

The rest of the Leftist papers of Paris, the *Radical*, the *Lanterne*, the *République Française*, echo the idea of the *Journal* (Paris): "It is the victory of democratic tendencies." Mr. Rochefort, of the *Patrie* (Paris), can not indorse this view of the question without a fling at Queen Marie-Amelie. If she had not had the ambitious blood of the House of Orleans in her veins "she would never have been blinded to the coming fate of her younger son, whose tragic end the whole world foresaw."

Speaking of the character of the Revolution, the London *Times* says magisterially:

> "It is not for foreign countries to sit in judgment on the methods by which a nation changes its institutions, unless those methods are absolutely abhorrent to the conscience of the civilized world. The Portuguese revolution has not been without violence and bloodshed, and it may have been accompanied by some regrettable and painful incidents, but there do not appear to have been any cruel or disgraceful excesses; and, however much we may sympathize with the unfortunate young King and the members of his family, one is bound to admit that, if revolutions are justifiable, there have been many far more difficult to explain or to excuse than that which has just occurred at Lisbon."

Somewhat more supercilious is the sentence of the aristocratic *Morning Post* (London):

> "In Great Britain the Revolution in Portugal is regarded with critical indifference mixt with sincere sympathy for the young King. Judgment is reserved and will go by results.
>
> "If the Republicans can produce and support statesmen able to maintain order without alienating popular sympathy, to educate the people without tyranny, and to encourage work and thrift without extravagance, the new Govern-

LISBON'S POPULAR HERO.

The Commander of the Navy, who bombarded the Royal Palace, carried on the shoulders of Affonse Costa, Minister of Justice, and another enthusiastic Republican.

ment will in time gain British sympathies."

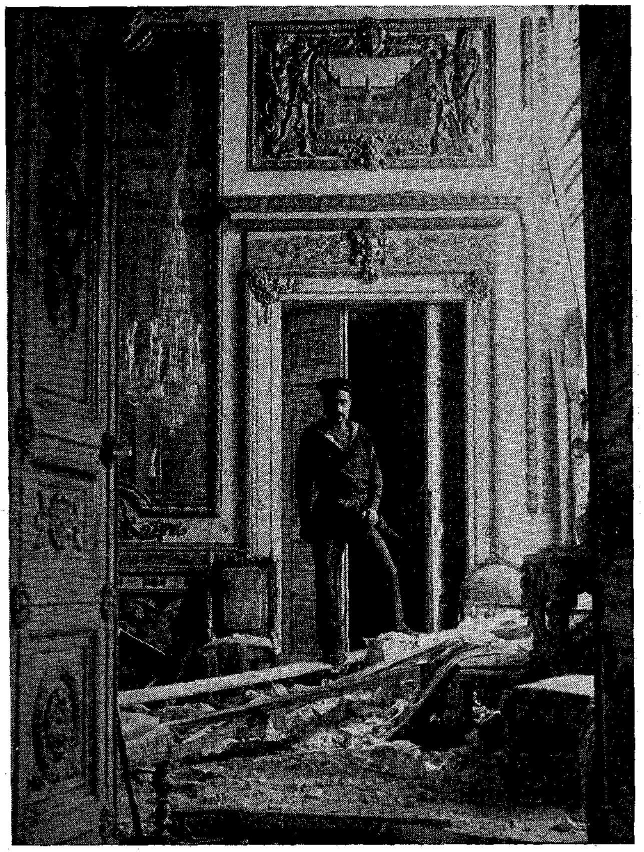
Mr. Rudyard Kipling's words "in a very similar crisis" are quoted by *The Evening Standard and St. James's Gazette* (London), "which are to this effect: 'It is not good for Southern Europeans to erect Republics; they degenerate too soon into military dictatorships.'"

"The Republican flag may be hoisted and a few thousand men may shout 'Hurrah!'" says the *Vossische Zeitung* (Berlin), "but we have yet to learn how deeply the Republican laboring classes have been imprest." Then follows this advice:

> "The chances of the Republic's victory will be secure only when the hands of the leaders are shown to be clean, corruption driven out of court, and financial and commercial reforms earnestly pursued."

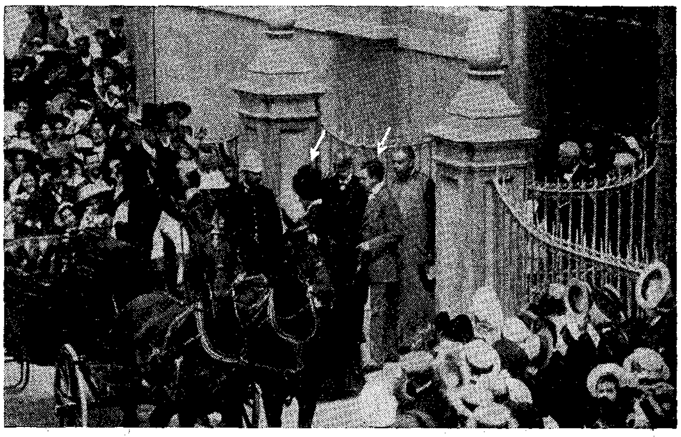
Interposition by England would only be necessary, declares *The Morning Chronicle* (London), in case some other Power, such as Germany, for instance, took advantage of the occasion to grab her African colonies. Thus we read:

> "The other aspect of what the Revolution may bring about, outside of Portugal itself, is directed toward the Portuguese colonies. There is no reason, however, why a change of Government at Lisbon, if it is accepted throughout Portugal, should change the relation of that country to her possessions beyond the seas. If Portugal accepts the Republic the Portuguese in the other territories over which flies the Portuguese flag will also acquiesce in it. Only in case Portugal should be divided against herself would the position of the Colonies present much difficulty. In that case there might be a risk of interference by other states with some of the Portuguese colonies, and it would then be necessary for the British Government to consider how best to give effect to the national policy, which it may be presumed would favor the integrity of the territorial possessions of the Portuguese nation."—*Translations made for* THE LITERARY DIGEST.



WRECKAGE IN THE PALACE.

The work of the shells from the warships.



MANUEL AND AMELIE (INDICATED BY ARROWS) AT THE CATHEDRAL AT GIBRALTAR, AFTER THEIR FLIGHT.

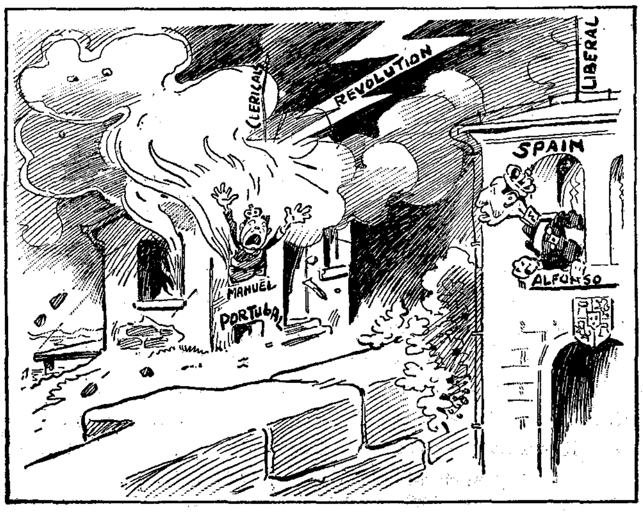
IRELAND'S ARGUMENT FOR WOMAN SUFFRAGE

An ARGUMENT for woman suffrage appears in every Irish cottage where a seamstress is working her fingers to the bone for a few pence a day. By a "strange and unaccountable omission," says Margaret Hardinge Irwin in *The Nineteenth Century and After* (London), the making and finishing of shirts was not included among the trades scheduled under the new Trade Boards Act of Parliament, which aims to regulate wages in the interest of the workers. So the seamstresses see their brothers obtain relief and are themselves passed by. Would this have happened if they had had the ballot? Miss Irwin thinks not. She gives a vivid and sad picture of the life of these needlewomen, who work by the piece at home. It is a literal fulfilment of Hood's "Song of the Shirt":

> "Stitch, stitch, stitch!
> Through poverty, hunger, and dirt,
> Sewing at once, with a double thread,
> A shroud as well as a shirt."

They die by tuberculosis in their hovels by hundreds; they see no hope of relief except in emigration. They gaze over the Atlantic, "the door through which the youth (of both sexes) of the village seek their freedom, for the eyes of all the young people turn, not landward, but seaward across the watery way." To quote further:

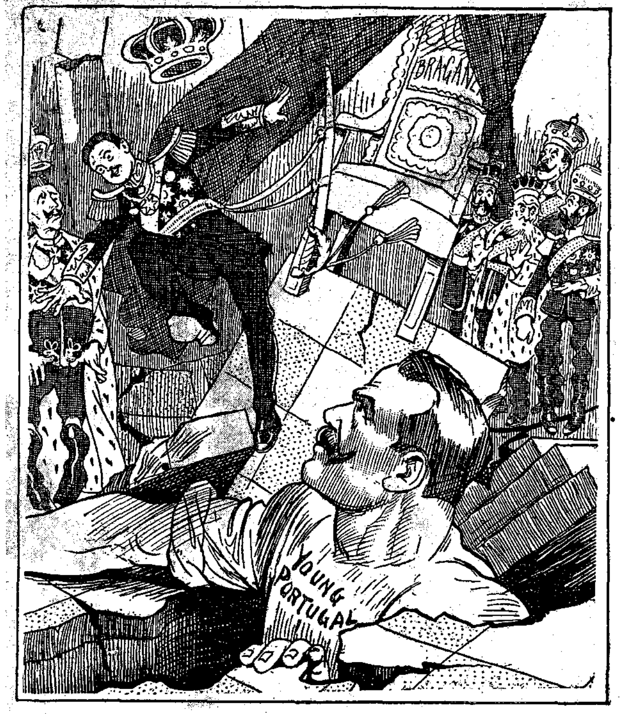
> "In nearly every cabin you will see on the mantelpiece sheaves of envelops bearing the American stamp. There is scarcely a peasant family which has not given one or more of its best and strongest to the building up of the great Republic of the West; and the Irish villager, to whom London, Edinburgh, Glasgow, and even Dublin, come under the generic term of 'them furrin places,' will talk to you with glib familiarity of the cities of 'the States.'
>
> "The young men and the young women are for the most part poised for flight. This breeds in them both an apathy and an unsettling restlessness in regard to present conditions which check wholesome endeavor. Anything will do as a temporary makeshift.
>
> "In one of the cases already



A DANGEROUS NEIGHBORHOOD.

ALFONSO—"What a terrible flash of lightning. I hope my lightning-rod works better than his!" —*Kladderadatsch* (Berlin).

referred to we have a typical Irish peasant family. One of the daughters, a strikingly handsome girl of eighteen, highly intelligent, full of energy and capacity, who did the honors of her mud cabin with bare feet and the manners of a princess, said she was just waiting until her turn came to follow the brothers and sisters who had already gone 'across the water.'"



THE MAN UNDERNEATH.

Cause of the latest Lisbon earthquake.

—*Labor Leader* (London).

The patriotic and philanthropic soul of the writer rebels against this state of things. Why should Ireland and the Empire lose its best blood, and countenance the existence of a British province in which there is no "adequate outlet for strong youth"? In her own words:

"In Ireland, which is the center of the fine white linen shirt manufacture, the failure of the Government to bring this industry within the protective pale of the Act is specially to be deplored. The limited industrial resources of the Irish workers make it the more imperative that the few trades they have should be placed on a sound footing and organized so as to yield a living wage, and thus help to check the over-emigration which is draining Ireland year by year of her strong young peasantry."

She then applies her argument for woman suffrage with telling effect, as follows:

"The mills of legislative reform grind slowly, and not always with conspicuous exactitude. Nothing is more likely to accelerate their pace than the granting of that political leverage to women which the parliamentary suffrage would confer. To the woman worker, with her weak trade combination, a direct say in the making of these industrial laws to which she must look for her chief protection is even more important than it is to the man worker with his strong trade-union. Had the workers composing the shirt trade been men voters instead of politically non-existent women, it seems hardly probable that any Government would have ventured to play fast and loose with their interests by leaving them in this flagrant fashion without the protection of the Trade Board Act."

She thus describes "the bitter cry of the Irish home worker":

"'We're lost, we women who work at home.' The speaker was an Irish shirt-maker. She had just completed a dozen of fine white linen shirts, the work on which included the following items: making and putting in sleeves, stitching skirt and two long side seams, putting in yoke, front, and neckband, making two vents, stitching straps on shoulder-seams, hemming opening, putting on two cuffs, loops on yoke, and price label. These shirts were paid at 1*s*. 2*d*. [28 cents] a dozen, and it took a speedy worker ('We have to be speedy,' said she) the whole day sitting steady and late,' to complete the dozen.

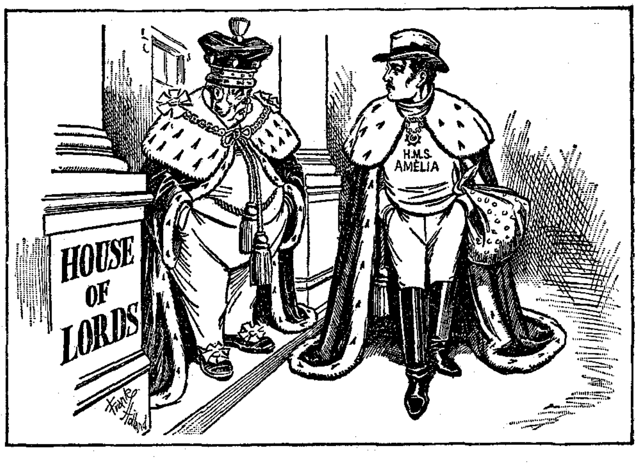
"With four hand-worked buttonholes on each shirt, or forty-eight per dozen, an additional 4*d*. [8 cents] per dozen shirts was given, but these extras were not coveted, as the buttonholes took nearly half a day themselves."

She tells us the workers live in villages which consist of a row of two-roomed houses which are centuries old. In one of these rooms seven or eight assemble for cooperative sewing. She gives the following picture of their life:

"Their day is something like this. They get up badly rested and refreshed after a night spent in an insanitary, ill-ventilated house, and make a 'boil of tea,' say at six o'clock, for breakfast. Then they do a little housework. A second breakfast, also of tea, may follow an hour later. Sewing may begin at ten, and six or seven of them may club together in one house to do this, as of course they get through more work that way. If there is a man in the house, something in the way of dinner may be made between twelve and one; if not, it is tea and bread again. Tea again at five, and once more tea at nine. They work on this food sometimes up to eleven or twelve at night when they have a big order on; go to bed after midnight it may be; rise unrefreshed in the morning, and begin again *da capo*."

A local parish priest condemned the state of things as "white slavery," and remarked:

"I know of several cases among my own people in which the girls' health has been quite broken down by the low pay and consequent underfeeding. They live mostly on tea and white bread. Consumption is rampant among them, and they have no stamina to resist it. They slave day and night for a few pence; many of them make only from 3*s*. to 5*s*. a week, and have no time for exercise. The only thing which saves some of them at all is the long walk to and fro which they are obliged to take with their work. It's white slavery, it is."



LORD HELPUS (to ex-King Manuel)—"Ah, Manuel, these are hard times for gentry like us. You've got the sack, and I'm under notice to leave." —*Reynolds's Newspaper* (London).

REDMOND IN THE PILLORY

THE IRISH PARTY in its demand for Home Rule has sometimes been unfortunate in finding that its foes have been those of its own household. In a notable case of assassination, the Phoenix Park atrocity, the perpetrators were betrayed by one of their own party. It is in this way that the Irish have often appeared to be fatally divided upon questions which they regard as vital to their national existence. If we are to believe his accusers, no less a person than John Redmond, who has been viewed as Mr. Asquith's "Old Man of the Mountain," has become an object of obloquy to other members of the Home-Rule party, and has been accused of saying things which John Dillon, Thomas Power O'Connor, and William O'Brien regard with execration. In short, he has whittled down his platform of Home Rule until, like the grinning Cheshire cat in "Alice in Wonderland," it has no substance left and becomes a mere hollow grimace. Mr. Redmond is represented as having told a reporter of *The Daily Express* (London) exactly what his notion of Home Rule was. Mr. Redmond repudiates the statement attributed to him, but Mr. William O'Brien refuses to believe the repudiation. Mr. Redmond's alleged words were:

> "Our demand for Home Rule does not mean that we want to break with the British Empire. We are entirely loyal to the Empire as such and we desire to strengthen the Imperial bonds through a federal system of government. We do not demand such complete local autonomy as the British self-governing Colonies possess, for we are willing to forego the right to making our own tariff and are prepared to abide by any fiscal system enacted by the British Parliament. Also, we are prepared to bear our full burden with England, Scotland, and Wales in supporting such Imperial charges as the Army, Navy, and the Diplomatic Corps, which is not done by the Colonies."

Now *The Express* is, according to *The Freeman*, "one of the bitterest and most contemptible of all anti-Irish papers of London." The crediting Mr. Redmond with such statements is sheer "malignity" on the part of those who are "trying to make a national crisis out of the irresponsibilities of an American interviewer." The Irish organ accordingly denies that Mr. Redmond had made any such statement, and tells us with evident satisfaction that the Irish Home Ruler had cabled from New York to John Dillon, a leader of the Nationalist party, a complete repudiation of the statements credited to him by *The Express*. Then Mr. O'Brien speaks as follows, discrediting Mr. Redmond's repudiation, and bringing into the question of Irish Home Rule and its leaders "confusion worse confounded":

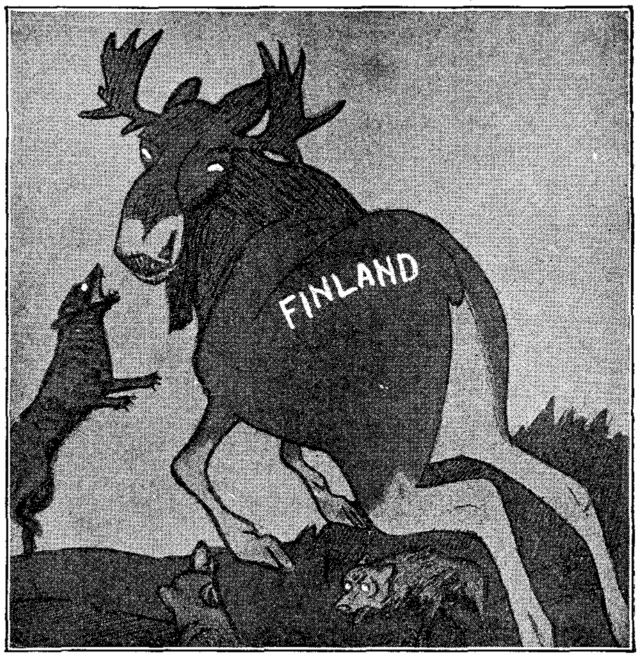
> "It is the usual game. Mr. Redmond ventures to assert his independent judgment. Mr. Dillon repudiates him, and Mr. Redmond eats humble pie in order to retain his office. So it will doubtless be now again, but this time the conflict between them goes too deep to be concealed from the public. . . . The fact that Mr. Redmond did not manfully repeat his declaration in his public speeches in America while Mr. T. P. O'Connor was singing 'God save the King' and pouring out Imperial sentiment of the most blatant order to his Canadian audiences only increases the discredit of the transaction. Doubtless now that he has banked his dollars Mr. Redmond will discover some means of appeasing Mr. Dillon, but the net result of the American 'deal' will be to make both Mr. Redmond and Mr. Dillon impossible. All that is decent and intelligent in Ireland is up in arms against them both."

Mr. Dillon's comments on the "transaction" are equally pointed:

> "It is safe to say that no section of Irishmen or Englishmen will believe that Redmond behaved candidly or even honestly by anybody in this transaction. It required no prescience to foresee that he would repeat his performance of 1904, when, in cabling from America about Lord Dunraven's first devolution scheme, he said: 'The announcement is of the first importance. It is simply a declaration for Home Rule. With these men with us Home Rule may come at any moment.' And the moment he returned to Ireland and received an order from Dillon he did penance for his cablegram and denounced devolution with the most truculent language . . . Redmond is an opportunist who always misses his opportunity, a politician whose judgment is almost always right and whose action is almost invariably wrong."

WHY FINLAND WON'T COME IN

THOSE who live in a confederation of States, like our own, may find it hard to conceive why Finland refuses to be confederated. At present the Russian Government is nonplussed by the "passive resistance" it meets with in the Grand Duchy. We learn from the Helsingfors correspondent of the Manchester *Guardian* that the Finns resist by refusing to pay taxes, confident that when their goods are seized and offered for sale, no buyers will be found. This correspondent tells us that the reason why Russia finds difficulty in assimilating the Duchy is not that Finland has a romantic and unpractical passion for liberty of an unconstitutional character or that she wishes to develop an army and navy of her own or that she wishes to annex or be annexed by Sweden, but because she shrinks from being Russianized socially, morally, and intellectually by the people of the Czar. She feels like the heads of a pure, happy home who are likely to have unpleasant people billeted on them. For undoubtedly Finland will eventually be more or less flooded by Russian immigration. This the Finnish leaders protest against.



THE ONLY THING THE DUMA DOGS HAVE DONE—HUNTED FINLAND TO THE DEATH.

—*Simplicissimus* (Munich).

Of Finland's superiority to Russia the correspondent tells us that altho her present advance is not dated from anything earlier than the culture movement in Canada, it is none the less real, and we read:

> "To Russianize Finland, say the Finns, is not to level up, but to level down. Pass from Finland to the next Russian town, and you pass from a higher to a lower civilization. The Finns point with pride to a system of national education which would do credit to a far more wealthy nation. They justly take credit for the energy with which they have developed naturally poor resources. Under Finnish self-government trade has developed enormously, and Finnish products are esteemed in every market north of the Mediterranean. The material wealth of the country yearly shows enormous expansion, and the capital and the principal towns, with handsome and substantial buildings, all erected within the last few decades, reflect the vastly increased prosperity of the country. No Russian town can show such a record of growth as Helsingfors, and this progress is no artificial and isolated phenomenon, but is part of the general improvement in the economic condition of the nation.

> "With a culture as new as that of Canada, the Finns can

place little in competition with the achievements of Russia in art, literature, and music; but they maintain that the poorest and most unlettered Finn is a better man, living a fuller and more dignified life than the Russian mujik."

LEARNING HOW TO BEAT US AT OUR OWN GAME.

A group of East Indian students learning industries in various parts of the United States.

The matter has also another aspect. "The Finnish Protestant, under the direct rule of Russia" would be as badly off as the Huguenots under Catherine de' Medici. They are therefore determined to protest against Russianization as long as possible. They will not see their sons turned into priest-ruled mujiks, the Bible taken from them, and the Protestant Church and meeting-house abolished or put under intolerable restrictions:

"Consequently they are determined not to part with the old constitution without a struggle. As the Imperial authorities are at least equally determined not to compromise on their demands, the next few years will be fraught with great anxiety. The Finnish plan of campaign will be restricted to passive resistance, the leaders hoping that when the Russian Imperial authorities recognize the strength of national sentiment they will abandon the policy of coercion. The Finns, however, are perfectly prepared for a period of repression at least as severe as that which they suffered between 1899 and 1905."

ASIA WAKING TO INDUSTRIAL WAR

WHILE Americans are trying hard to capture a substantial slice of the Oriental trade, which, through our past apathy, to-day is mostly in the hands of the Europeans, we are being reminded by Asiatic writers that the awakening Orient is gathering its sinews of war to wrest away its markets from all foreign control. We are being given to understand that the new life that now surges in Asia is dispelling the spirit of *Maya* and inducing the people to modernize their industries so that they can down American and other foreign competition.

Factories run by steam and electricity, containing the most modern machinery, conducted by native experts trained in Europe and America, are rapidly multiplying in Japan, China, India, and other "heathen lands," where plenty of raw material and cheap labor are available and ready to be exploited. Just how Asia is preparing itself to drive the white traders from its marts is graphically described by an Oriental writer in *The Indian Review* (Madras). To quote:

"In one respect, the Orient really is menacing the West, and so earnest and open-minded is Asia that no pretense or apology whatever is made about it, nor is any effort put forth to hide it from the Occidental. The Easterner has thrown down the industrial gauntlet, and from now on Asia is destined to witness a progressively intense trade warfare, the Occidental scrambling to retain his hold on the markets of the East and the Oriental endeavoring to beat him in a battle in which heretofore he has been an easy victor."

The programs of Japan, India, and China are sketched by this bold prophet, who thus foretells the future relations that will exist between the East and West:

"The war won, and Japan's Empire extended over Korea, and in a measure over Manchuria, Dai Nippon has entered the lists commercially to capture Asia. To-day there is no doubt that the Japanese, who have succeeded in learning the most efficient and economic methods of production, transportation, and finance, and who have worked hard to possess themselves of every facility that the exigencies of modern trade require, will make it increasingly hard for the Westerner to retain his former trade monopoly of the East.

"India, too, is making haste to follow the lead of Japan in this matter. Everywhere in Hindustan mills and factories are being erected, whose products are to supply the Far-Eastern as well as Indian trade. Most of these plants are financed by natives, and Indians manage and are employed in them.

"As the awakening of China is proceeding, the industrial life in the Dragon Empire is receiving a new impetus. Smoke curling from the tall, gaunt chimneys in the larger Celestial cities, forcefully reminds one that the day of motive power has dawned even in slow-moving China, and that the country is preparing to take its place alongside the other Asiatic nations in the fight for trade supremacy."

According to this writer so much are the Asians bent on industrialism that they are beginning to become trade rivals of one another:

"Indeed, the trend of feeling in all Oriental countries seems to-day to be to patronize and thereby develop home industries. This sentiment is so acute that even at this early stage there is considerable feeling in India against Japan, since the Indian is anxious to do all in his power to keep his own market and the markets in other Oriental lands in his own hands, and not permit them to be monopolized by Japan. Similarly, there is to-day considerable rivalry between India and Japan over the China trade to wrest it from the hands of the Occidentals, and this spirit of competition daily is increasing in its intensity. On the other hand, China itself is desirous of exploiting its own markets instead of being exploited by the subjects of the Mikado, or by the Indians."

In the following paragraph the writer tells why the Oriental will have a fair show in fighting the industrial battle with Europe and America:

"While Europe and America are ahead of Asia in the industrial race, inasmuch as they have made science the handmaid of industry, the cheapness of labor in the Orient is a factor that must be reckoned with. Furthermore, home industries protected by high tariffs and subsidized by the Government—both these policies are more and more coming into prominence in Asia—can well afford to compete with American and European imports. The latter are at a further disadvantage since they must pay more freightage, insurance, and other vicarious charges, than the Asiatics who seek to control the Oriental markets.

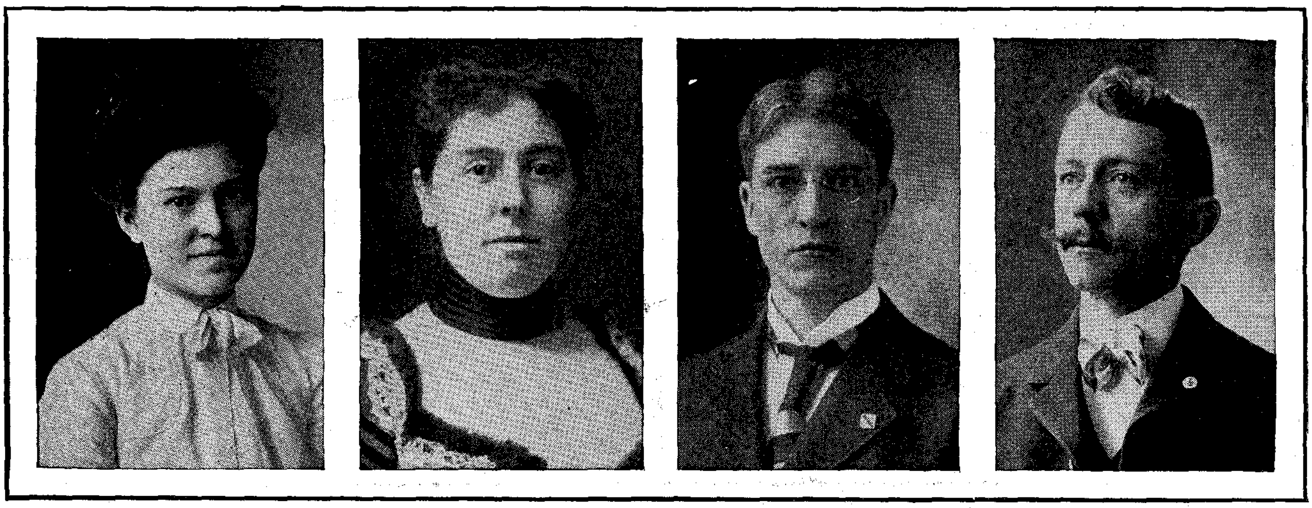
"Moreover, in competing with the Occidental commercialists, the Oriental has awakened to a dynamic realization of the futility of pitting unimproved machinery and methods against modern modes and appliances. Casting aside his former sense of self-complacency, he is studying the sciences and arts that have given the West its material prosperity. He is putting the result of his investigations into practical use, as a rule, recasting the Occidental methods and tools to suit his peculiar needs and in some instances improving upon them."

SCIENCE AND INVENTION

PRIZES FOR INVENTIVE WORKERS

FRENCH admiration has been aroused by the organization of American factories, as revealed during the recent tour of a delegation of visitors from France and England. In this respect we are far ahead of any European country, declares Mr. A. Chaplet in *La Nature* (Paris). Europe may copy our inventions, but while they are copying, America is inventing something better, and so keeps in the lead. Mr. Chaplet is especially impresst with our use of labor-saving machinery, with our readiness to adopt improvements in petty detail, and with our ability to secure these by cooperation with the workers. Our inventions, our construction, and our methods, he thinks, approach perfection; and he goes on to say, in substance:

"In many American shops this perfection is acquired by a special invention-service, conceived with the wonderful practical Yankee spirit, which is all the more interesting to study because no similar organization exists in France. The American factory-owner has recourse to the collaboration of his whole force in the incessant search for all kinds of improvements.



MISS ROSA STUCKEY,

Who invented a device to replace hand-work in the manufacture of cash-registers.

MISS EMMA WEIDNER,

Who invented a process which reduced the cost of production at Dayton.

MR. W. B. NEWMAN,

Who earned promotion and $500 in prizes for valuable suggestions.

MR. I. W. SMITH,

Who earned promotion and $200 in prizes for new ideas.

WHY AMERICA WINS—INVENTIVE MINDS IN THE RANKS OF LABOR.

"To elicit suggestions, and to examine them under impartial conditions, each factory has a special organization. Ideas thus collected evidently have value proportioned to the intelligence of the force. In the National Cash Register factory at Dayton many of the 300 girls employed are grammar-school graduates.

"Finally, the definite choice of improvements takes place in an ideal way, without bothersome speculation, discussion, or loss of time. M. André Villard reports that a workman in an Illinois factory having invented a new device for use on reapers, two experts were sent to Missouri to try it out on the grass of frozen bottom-lands—the most unfavorable conditions that could be found. Five models of the device were made, of different strengths; the weakest, being broken at the first trial, was replaced successively by the second and third, which met the same fate; the fourth was strong enough for ordinary work, but was broken by an unusually hard shock; the fifth alone underwent all tests successfully. In this way the experts were sure that they had not approved too solid a piece and therefore that no metal had been wasted.

"In all cases the means employed by the owners to stimulate effort consists of a distribution of prizes for new ideas that have been accepted. Generally, to be sure, these are quite small; and Americans have thus been accused of exploiting their staffs and of procuring for a few dollars ideas that are worth to them hundreds or thousands. This is unfair; in the factories of the National Cash Register Company, for example, there were, in 1903, 5,078 suggestions, of which 1,569 were adopted; no firm, no matter how important, can under these conditions pay a high price for all the ideas that it adopts.

"If the study of these methods is interesting, that of their consequences is still more so, and it may be profitable to us. The incessant search for improvements of all kinds has enabled the Yankee manufacturer to employ the most intense methods of production, machine-tools of large output, and automatic methods calculated to economize this costly machinery.

"All visitors to American factories are unanimous in admiring this suppression of human labor wherever it is possible to effect it. The Baldwin works, where locomotives are made by the dozen, 'give the effect of a deserted city. This is due to their immensity and to the fact that only groups of two or three men are perceived here and there, directing powerful and wonderful tools.' In weaving, one workman operates four looms instead of two, as in France. In the Dayton works, 'a single person watches at one time four machine tools, which he feeds with bars of raw metal.' In the furnace-room of the Chicago central station, says Mr. Richard, 'furnishing an average of about 25,000 horse-power, there are only two skilled firemen, all in white, and a third, stationed at the end of the room in a sort of observatory fitted with electric push-buttons by means of which he signals to the chimneys that are smoking.' We find similar descriptions in stories of visits to works of all sorts—Chicago packing-houses and Tennessee cotton-mills, locomotive-works and factories where photographic apparatus is made.

"Parallel with processes of manufacture, the manufactured products are constantly perfected. 'American machinery ceaselessly changes and improves,' and this is easily explained. If every year 1,569 improvements are made in the operation of a cash register, says Benoit Levy, we may understand that its makers have acquired a monopoly, which it owes, not to financial combinations or trusts, but solely to the cooperation of its employees. When in an industrial establishment there are, instead of one person, the chief, 3,415 persons, that is to say, the whole staff, working constantly in the interest of the firm, it is inevitable that the latter should acquire a supremacy difficult to challenge."

As Mr. Chaplet speaks specially of the National Cash Register Company, we have asked them to send us a description of their plan, and photographs of some of the employees whose ideas have proved valuable. In reply Mr. J. M. Switzer, the office supervisor, writes that the plan of giving prizes for ideas was discontinued in the panic of 1907, but may be resumed. "We still believe that it is good, because it is only good business judgment to figure that any business will be strengthened in proportion as it can get the best thought and cooperation from all its people." When the system was in operation the company was paying about $5,300 a year to its employees for ideas and suggestions. The plan is described in a letter from Mr. Switzer to an automobile company, which we are permitted to quote. He says:

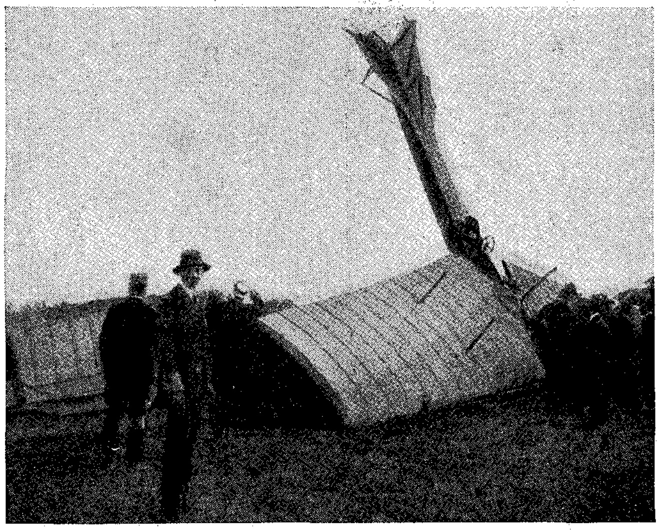
"In the first place, be sure that your heads of departments are in sympathy with this idea and are cooperating with you. Quietly among their own employees they can do a lot either for or against progress. In many cases they probably will think it a reflection on their ability if good suggestions are received from their departments. They must be taught that it is just the reverse and that their department will be stronger in proportion to their ability to get the best thought and cooperation out of all their employees.

"Be careful to investigate impartially and thoroughly all suggestions received and answer them whether adopted or not. If adopted a short notice of thanks will be all that is necessary, but if not adopted a note should be written or verbal explanation given (we always put it in writing), stating why the suggestion could not be adopted and making it clear that we appreciate its having been submitted and would like to receive others.

"Suggestions should not be passed upon finally by the head of the department from which they come, altho, of course, he should be consulted. Some disinterested person should investigate the suggestion, and if this can be the direct representative or some official of the company, so much the better. Our president himself gave much attention to the suggestion system and encouraged it as only a superior officer can.

"For a while we would suggest that you be quite liberal and adopt as many of the ideas as you possibly can, whether of much value or not, and thus encourage the employees to go ahead.

"Prizes or rewards of some sort should be given to several of the employees submitting the most valuable suggestions in a given time, say once each quarter or once every six months. It will be for you to decide what the total amount of the prizes will be, if paid in cash, and also how the amount is to be divided, but our suggestion would be that instead of having only two or three prizes, the amount be divided so that a number of people will participate in its distribution. The details of this can be announced by simply posting bulletins in the shop, and it would be a good idea to follow this up by calling a little meeting and explaining the situation and thus get the employees to believe that you honestly want their cooperation. The bulletins could state what the prizes will be and when they will be awarded and who will decide as to which suggestions are the best, etc.



THE FIRST AEROPLANE COLLISION IN MID-AIR,

In the flying meet at Milan, between Captain Dickson's biplane and Mr. Thomas' monoplane. Captain Dickson was badly hurt, but Mr. Thomas escaped "almost by a miracle."

"In addition to the quarterly or semiannual prizes distributed, we offered $1 for each suggestion adopted, but I would not advise carrying out such a plan because it has a tendency to cause employees to look for little things of minor importance with the idea of getting a dollar, and they lose sight of the bigger things which they might work out and which would be of much more value to the company.

"Of course, there are many things to be considered in selecting the best suggestions. Sometimes our best suggestions would be those from which we could figure out a saving in dollars and cents. Then again it would be one which would be an improvement on the register which we could not figure in dollars and cents. Then again it might be an improvement in our office system.

"Give some public recognition to those whose suggestions are good, including not only those who have won prizes, but others who have submitted good suggestions. When our concern was smaller we would hold a meeting of the employees in some public place that would accommodate them, and have a program of music and talks, and publicly award the prizes, and thus officially recognize and honor the prize-winners. This we can not do now because of having so many people, but we could at least publish a bulletin giving the names of the prize-winners and possibly a few others, and put up the flags in their honor, etc.

"Of course, you will provide some convenient way for the employees to write out and submit their suggestions. We naturally used small autographic registers, but this is not necessary. Small locked boxes with slotted lids something like our Deadwood check-boxes, for instance, scattered throughout the plant, one in each department or a couple in the larger departments perhaps, with little notices above them reading possibly 'Put your suggestions here' would answer the purpose.

"It should be some one's duty then to visit these boxes each day and take out the suggestions that are in them. The advantage of the autographic register is that the employee has a copy of his suggestion for his own use, as the record is made in duplicate, the employee tearing off and retaining the original and the duplicate being wound up in the machine where it is gotten by the company's representative.

"There is just one other point that I think of and that is that we consider a complaint just the same as a suggestion if it leads to an improvement."

STABLE AEROPLANES NOT DESIRED

IT IS COMMON to hear it said of the aeroplane that it will never be practical until it is automatically stable; that is, until it will balance itself without effort on the part of the operator. These critics lose sight of the fact that the earliest French aeroplanes had complete automatic stability and that this was found seriously to interfere with rapid and easy maneuvering. The problem is to adjust the stability until it is automatic, not perfectly, but in just the required degree. Says *Engineering* (London, October 7) in a leading editorial:

"While the aeroplane has developed in a great many ways with considerable rapidity, it is still entirely dependent on hand-control for its stability, at all events when there is any wind, and a great deal of ingenuity is being expended in devices to make the stability automatic. The question therefore arises to what extent such automatic stability is practicable or desirable. The term 'automatic stability' may be used in two senses. In the first place it may simply mean such a disposition of the planes that the machine has a tendency to fly in a horizontal position in still air, or, in the second, it may mean some device which will keep the machine horizontal in a wind, and correct any deviations caused by puffs and eddies. The difference between these two principles can well be seen if we take the analogy of a boat. The first meaning of the term would simply be that it would have a general tendency to go straight, unless the rudder was altered. The latter, that the steering was taken entirely out of the steersman's hands, and that a straight course was kept by some means, such as a gyroscope, without the necessity of manual control.

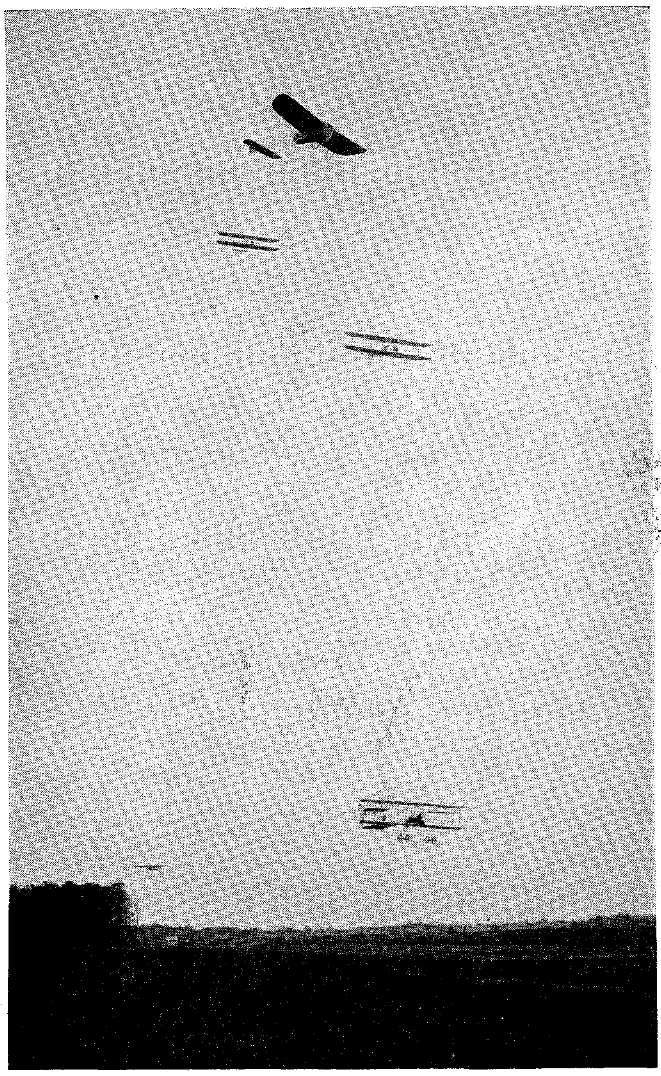
"With regard to the first point, there seems no doubt that the machine should have as great a tendency to fly in its correct position as is consistent with its being handled as required. In the early French machines the stability was entirely automatic, both laterally and longitudinally. If it was desired to go up, the engine had to be run faster; and if to descend, the engine was run slower or stopt. Lateral stability was provided for by vertical partitions between the planes. This system is unsatisfactory in many ways, one of the most obvious being that it prevents the full speed of the machine being used in horizontal flight. It also prevents the machine being tilted over for turning corners sharply. Further, it does not appear to provide satisfactorily for the correction of deflections due to the varying currents of air. Hence purely automatic stability of this type has been completely abandoned in all recent flying-machines.

"In the early American aeroplanes, on the other hand, we have the extreme of the hand control. As there was no tail at all, the longitudinal stability depended entirely on the hand control, and there was no real tendency for the machine to fly horizontally if the control-lever was released. The result of this difference from the French machines was very evident when the Wrights first came over to Europe for they could maneuver in the air in a way that the French had never dreamed of. At the same time the extent to which the stability was dependent on the hand control appeared to be overdone, as it made the machine more difficult to fly than was necessary.

"The large majority of the recent flying-machines therefore have some kind of a tail with a fixt surface, supplemented by a hand-controlled elevator. If the fixt part is of suitable size, there will then be a speed at which the machine will fly horizontally, even if the lever-controlled elevator is released, and the latter need therefore only be used for altering the elevation independent of the speed, and for correcting the disturbance caused by puffs. The lateral stability of all recent machines is hand-controlled, as in the early American ones."

It is theoretically possible, of course, to replace hand control by a gyroscope or some similar device. This has been much advocated, but it seems to this writer very doubtful whether it would be satisfactory even if perfect. The human factor would be eliminated, and the machine would fly at its proper level. In a hand-controlled machine the results are disastrous if the pilot loses his head, or makes a mistake, but if the control was absolutely automatic, it is not clear how the machine could be properly handled. We read again:

"In considering the question of automatic stability, when maintained by any mechanical contrivance, it must always be remembered that there is the possibility of its going wrong, and in many cases the probability of this is at least as great as the probability of the human being failing. . . . In fact, there is a great deal of truth in the old saying that 'the best automatic machine is a well-trained man.' This may not, of course be universally true, and there are undoubtedly cases where really automatic devices work well—*e.g.*, the ordinary safety-valve. There are, however, a very large number of cases where it is found best to rely on the man in control and it is not found that in practise this entails any serious risk. The fact that a serious accident would occur if a man did not do the right thing is no reason in itself why he should not do the right thing. Signal-men, engine-drivers, motor-car drivers, and a very large number of other men are all in positions where a false move would cause a bad accident; but there is no reason why they should make false moves, and they very seldom do so. . . . Any one who has seen a skilled man steering a small boat in a heavy sea will realize that there is no possibility of making any automatic device which would take his place."



FIVE AEROPLANES IN FLIGHT AT ONCE.

At Belmont Park last week. The one at the top in the foreground is Aubrun, the next **Hoxsey**, then Johnstone, Graham-White, and Drexel.

TO AVOID MOLDY CORN

THE THEORY, widely accepted but scarcely proven, that a fungus or mold on corn is the cause of pellagra, is regarded with opposition by the agricultural papers. Nevertheless, we find in them an increased number of directions of keeping corn from molding, which will doubtless result in good, no matter whether the mold has anything to do with the disease or not. *The American Agriculturist* (New York, October 15) notes that mold often makes its appearance on seed corn, sapping its vitality. The old plan of buying seed grown at a distance is not now recommended. Seed must be from corn grown under conditions precisely similar to those of the place where the planting is to be done. This means that growers must select and prepare their own seed, and hence the necessity of guarding against conditions that may interfere with its usefulness. "It should not be assumed that because the corn seemed ripe in the fields it is so dry as to be in no danger of heating or molding." Even if corn is thoroughly field-ripened, it contains a large per cent. of moisture and if it is thrown in heaps at this time it can be very easily heated in a single day enough to start the mischief.

Again, in the same issue, in an article by A. A. Southwick, we are told that the common practise of gathering the corn into "shocks," may favor molding, especially in damp spots. Says this writer:

"Shocking has some disadvantages and the chief of these is too much moldy grain in a moist season, or in case the crop is grown on moist land. Moldy corn is poor stuff to have on hand and this never occurs when topping the stalks is the system followed. . . . . .

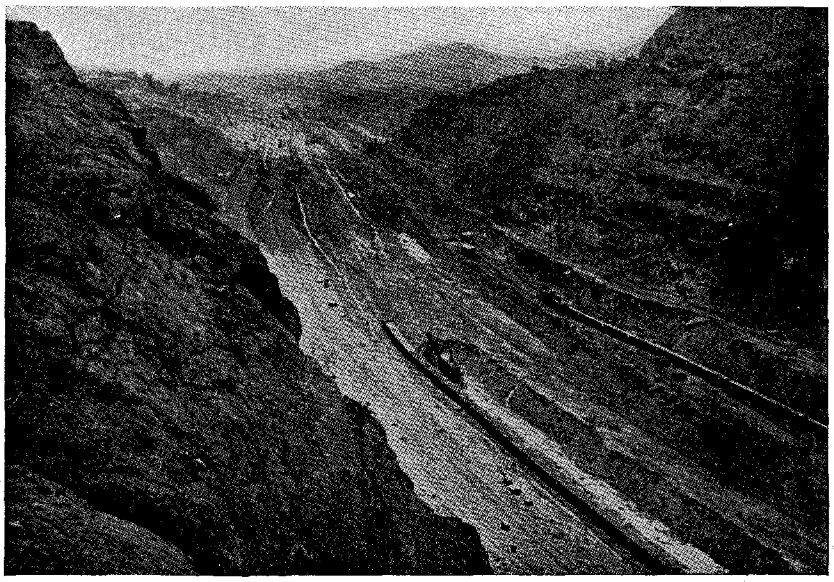
"A well-balanced shock of 48 hills to a shock nicely bound off with the top turned over and bound, so that rain can not penetrate, is all right upon dry land, but often some of our best fields are on damp land and here shocking will result in a lot of moldy grain whatever the season is. If the land is moist, the better plan would be to top the corn, then it can fully ripen and dry out till the harvest is ready."

If it is true that mold acquired in this way is the active agent of a terrible disease, it may be seen that this matter has more than merely local or agricultural interest. It may be, however, that we are on the wrong track. *The Agriculturist* prints with satisfaction the following item under the title "Pellagra Insect-borne?":

"It now seems probable that the mysterious disease pellagra is spread by an insect something as malaria and yellow fever are spread. Dr. L. W. Sambon, of London, who had an important part among scientists in proving the mosquito theory in malaria, has been observing pellagra in Italy, where it is quite prevalent, and is convinced that there the disease is spread by an Italian midge. This insect does not exist in the United States, but it is thought probable that the buffalo gnat, an insect found chiefly in the lower Mississippi Valley, carries the poison from one person to another. It is also thought that the black fly, simulum, which is found in most parts of the United States, carries the disease. This theory seems to dispose of the former theory that pellagra comes from musty corn."

BRITISH OPTIMISM AT PANAMA

SO MANY persons are interested in making it appear that the Panama Canal is getting on famously, and so many others would have us believe it next door to an ignominious failure, that we scarcely know to what or whom to pin our faith. An article contributed by a British authority, Fullerton L. Waldo, a Fellow of the Royal Geographical Society, to *The Engineering Magazine* (New York, October) comes to our timely aid. Mr. Waldo was on the Isthmus in January, 1907, and did not see it again until July, 1910. He is frankly enthusiastic about the progress made in three and a half years, but he assures us that panegyric is apart from his purpose. His aim, he says, is merely to contrast what there was "to show for the money" three years ago, and what exists to-day "as a refutation of the skepticism of those who opposed the Isthmian waterway—a carping band of obstructionists and pull-backs now mostly shamed into silence." We read:


MAN CONQUERING NATURE AT CULEBRA.

"One finds it hard to believe that the excavation of such staggering dimensions is the work of man. . . . It seems as tho it must be the work of convulsive natural forces."

"In January, 1907, there was one lonely little steam-shovel courageously butting into the hillside at Gatun, making a beginning of the excavation for the locks. Down below, a steam launch drowsed on the stagnant strip of water that represented what was left of the shallow channel dug for seven miles from the sea at Colon by the French. There was a palm-thatched native village, and a wooden gray Catholic church thrust its spire a little above the tallest fronds of the coconut-palms. The chocolate-brown Chagres swirled insolently down the middle of the wide green valley and otherwise there was scarcely a break in the ample expanse of greenery from hill to hill. . . . There were a great many untechnical, average people here at home who asked doubtfully of every one who came from the Isthmus in those days, 'Do you really believe they are going to be able to put the canal through?' For the obsession of the French failure still weighed heavily on the minds of many doubting Thomases, and the optimistic prophecies of the toilers on the spot seemed too good to be true."

So much for the status of the canal four years ago; now for what Mr. Waldo saw last July:

"We ran all over the premises at Gatun, in the division engineer's track-automobile; we climbed into and around the huge lock-chambers, breathed the choking dust of the concrete-mixers, and risked the third-rail system animated by the magnificent new power-house. It was hard to believe it was the same place as the site of the furtive operations of the single shovel in 1907. The indignant Chagres, uncurbed since the first Spanish occupation, now rioted seaward through a 300-foot spillway channeled through a mound in the middle of the dam-site. Already the Gatun Lake has become a very considerable sheet of water, dotted here and there with a surviving clump of trees or an abandoned roof, and requiring the constant presence of one of the big dredges with living-quarters as comfortable as those of a houseboat. The great, terraced lock-walls instantly challenged comparison with the work of the builders of the mausoleum of Cheops. You could hardly understand how much concrete goes into these 'monoliths' as they are called, till you saw the barrels and bags stored in the sheds. . . . The masonry work for the first pair of locks will assuredly be completed by November. The floor of the second pair of locks is already prepared to receive the superstructure. The shovels are now grubbing 40 feet below sea-level to complete the necessary excavation for the third pair of locks—and this, it is expected, will be done by January. . . . . .

"It is scarcely necessary to recapitulate the dimensions of the great lock-works and the huge dam that is steadily rising at Gatun. . . . The dam itself is to be a mile and a half long, 100 feet wide at the top, and 400 feet in thickness at the waterline. The crest will be 115 feet above the sea-level—hence 30 feet higher than the general surface of Lake Gatun.

"It has, of course, been found necessary to relocate the railroad to bring it around the artificial lake. That is why they have not entirely completed the double-tracking of the present line. . . . The railway at its highest will be 25 feet above the surface of the water. Through the Culebra Cut it will run along on the berm only 10 feet above the canal. From the Pacific side of the cut (at Paraiso) it will parallel the canal to the shore—branching, of course, to the depot at Panama. Near Miraflores there is to be a tunnel 736 feet long. The complete line will be 46.2 miles in length—shorter by a mile than the present route.

"Besides the Gatun Dam with the locks, the other great factor upon which the completion of the canal by 1915 depends, is of course the Culebra Cut. A great deal of nonsense has appeared in print in the United States about the Cucaracha and other slides. Reference to the 1909 Report of the Canal Commission will show that the engineers anticipated slides to the extent of about 4,000,000 cubic yards in the Central Division. They have now generously enlarged their estimate to 7,000,000. Suppose the completion of the canal should be delayed two months by these untoward happenings—what is two months, when mankind has waited for four centuries? Standing on the wooden suspension-bridge thrown across the cut at Empire, one finds it hard to believe that the excavation of such staggering dimensions is the work of man aided by his own 'mechanical extension of his powers.' It seems as tho it must be the work of convulsive natural forces. If Nature here and there shows herself stubbornly opposed to the invasion of drill and shovel, the greater the eventual triumph of man over Nature. One of the slides occurred the night before we came to Culebra, and the next day we saw a shovel, with dirt-trains in assiduous attendance, eating out the heart of it. It was a big slide, a slide that worried the heads of the engineers, and yet no layman could have seen what there was to make such a fuss about. To read some of the saffron-tinted journals, a 'constant reader' 2,000 miles from the spot would be almost sure to believe that the walls of the Cut from top to bottom were caving in. On the spot, there seems to be practically nothing the matter."

The best assurance of the completion of the canal at the time assigned is, Mr. Waldo thinks, not the official report of the cubic yardage of the shovels, but the character of the working population itself. He goes on:

"There were good men on the Isthmus in 1907, plenty of them, with 'their souls in the work of their hands' and the useful knowledge of the schools in their heads, plus the fruition of valuable experience elsewhere. But in 1910 the laborers in all particulars worthy of their hire are excessively in the majority, where formerly they were merely numerous. They have brought their families to the Isthmus, secure in the knowledge of healthful surroundings, good schools, a generally moral environment, social diversions, and a thoroughly satisfactory commissariat. The number of gardens, in three years, has increased greatly. The people really seem to care to make their dooryards beautiful. Panama begins to appear like home to them. They are not merely biding their time, in durance vile, until the six-weeks' annual vacation. Every kind of fraternal organization that flourishes in the United States has taken firm root upon the Isthmus. The baseball rivalry is as fast and furious as that of the steam-shovels. There is a splendid opera-house in the city of Panama, opened in November, 1908, with a brilliant performance of 'Aida.' Whereas there were but two automobiles three years ago, the passing of the 'benzine buggy' to-day arouses no comment. The millions of vitrified brick have made Panama by all odds the best-paved city between the capital of Mexico and Buenos Aires. . . . There is no room for any but an optimistic opinion in the mind of every American as to the present and the future of the Panama Canal."

DO CATS KILL MICE BY INSTINCT?

THAT CATS are credited with more instincts than they really possess; that they are not really aroused by the odor of a mouse, and have no instinctive desire to kill one, was reported by C. S. Berry from the Harvard psychological laboratory in 1908. The matter has again been taken up in the same laboratory by Robert M. Yerkes and Daniel Bloomfield, who record in a recent published pamphlet (1910) a series of contrary conclusions. Berry's own statement, which they quote at the outset, is as follows:

"It is commonly reported that they (cats) have an instinctive liking for mice, and that mice have an instinctive fear of cats. It is supposed that the odor of a mouse will arouse a cat and that the odor of a cat will frighten a mouse. My experiments tend to show that this belief is not in harmony with the facts. When cats over five months old were taken into the room where mice were kept they did not show the least sign of excitement. A cat would even allow a mouse to perch upon its back, without attempting to injure it. Nor did the mice show any fear of the cats. I have seen a mouse smell of the nose of a cat without showing any sign of fear. . . . . . .

"It was not until the mouse began to run that the interest of the cat was aroused. The cat then ran after it, playfully striking it with her paw, becoming rougher the longer she played with it. The instinct seems to be for the cat to run after anything which runs from it. I think it is evident that it is through imitation that the average cat learns to kill and eat mice. If this is true, it shows the extreme importance of imitation in the mental development of the cat. Furthermore, it indicates that much that has commonly been attributed to instinct is, in reality, due to imitation."

The later experiments, however, went far more thoroughly into the matter. They found that altho young kittens show no more instinctive feeling toward mice than Berry noticed, that feeling appears suddenly at a more advanced age and is then marked. After a description of their experiments they state the following interesting conclusions:

"Kittens possess the instinct to kill mice. We are not prepared to say that the reaction to mice differs essentially from that given to other small living things, but we have clearly demonstrated by a variety of tests that the reaction to a mouse differs radically from that given to lifeless objects which are moved before the animal.

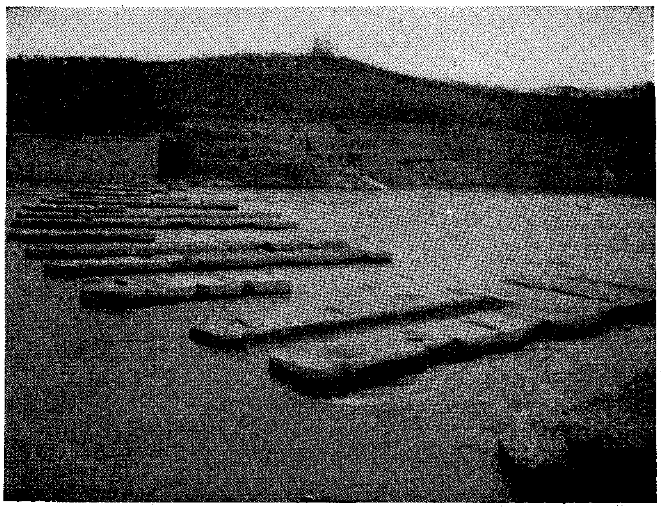
"The instinct to kill may manifest itself in the kitten before the end of the first month of life, while the animal is yet feeble and barely able to eat a young mouse. It more commonly appears during the second month.

"The instinct appears suddenly. In a moment the playful kitten becomes transformed into a beast of prey. The picture of the play instinct differs as greatly from that of the killing instinct as does the picture of joy from that of rage.

"The reaction is fairly definite in character, complex, and highly adaptive. It involves the bodily states of attention; muscular tension; bristling of the hair; sometimes erection and sometimes switching of the tail; hissing and, at times, spitting; growling; unsheathing and sheathing of the claws; use of the mouth, teeth, paws, and claws. The picture varies somewhat with individuals."

The reaction is aroused, the authors go on to say, both by the movement of the mouse and by its odor. Berry is right in saying that the kitten has an instinct to chase any small object that runs from it, but if this object behaves like a mouse, the killing reaction is likely to appear. The odor becomes significant with the first kill and subsequently plays a part; and the visual impression also becomes more and more important. The authors go on:

"The instinct does not completely wane during the first three to five months of a kitten's life, but it apparently becomes increasingly difficult to evoke. The practical inference is: allow a kitten to exercise its killing instinct when young if a good mouser is desired.



CHAINING THE CHAGRES RIVER—SPILLWAY OF THE GATUN DAM.

"It was hard to believe it was the same place as the site of the furtive operations of the single shovel in 1907."

"Altho opportunity neither for imitation nor for experience with mice is necessary for the efficient execution of the killing reaction by kittens, there can be no doubt that each of these conditions ordinarily contributes to the awakening of the killing instinct. Cats bring dead or injured mice, or other small animals to their kittens. Thus, early in life, the animals become familiar with the odors of their natural prey. . . . . . .

"The whole point of our work, it is to be noted, is the study of the instinct to kill as it is exhibited by kittens which have been deprived of everything in the nature of preparation for dealing with mice.

"We deem as chiefly important in our observations, the fact that kittens, even in their first kill, so seize the mouse that they can not be bitten by it. In almost every instance our kittens caught their mice by the head, neck, or back in such a way that the animals were helpless. . . . An untutored observer certainly would have inferred from the behavior of these kittens that they had learned just how to seize mice in order to prevent them from biting. . . . . . .

"Whereas at first the kitten tends to kill immediately upon capturing a mouse, it thereafter tends rather to delay the fatal bite. At first the reaction is performed in a business-like way; later the kitten plays with its prey for minutes at a time without seriously injuring it. Again, the beginner attempts to capture a mouse only when it runs, whereas the experienced kitten begins to search for its prey as soon as it sees the box in which it once killed a mouse, or as soon as it detects the odor of mouse.

"It is our impression, altho statistically our results do not justify a statement of fact, that in the female kitten the instinct to kill is more highly developed than in the male."

LETTERS AND ART

A POET OF TRANSCENDENTAL FIRE

THE LIGHT of William Vaughn Moody's poetry "was not of the common day," and its heat was "not of little fires," says a writer whose imagination is evidently still glowing as he writes from a fresh reading of the poet who has just dropt his mortal garment and gone to the land of his best dreams. Mr. Moody was very different from most of our younger American poets, says this writer in the Boston *Transcript*, for they "usually write pleasant little pieces read to-day, in the lower half of a page of a magazine, and forgotten to-morrow." Or if our poets turn playwrights they "write pleasant little pieces observant of the corner of our life they have chosen, moderately expert in the bringing of it to the stage." If the topical turn takes them, they make poems about motor-cars and air-ships, and dramas that feed the "maladies and excitements of the hour" with their "own little medicaments." It was not so with Moody. His "mind and imagination . . . ranged instinctively higher, ran deeper, could separate the everlasting spirit from the transitory substance." The writer in *The Transcript* continues:

WILLIAM VAUGHN MOODY,

"His mind and imagination," says a writer, "could separate the everlasting spirit from the transitory substance."

"The reviewers of his first poems charged him with remoteness. They were remote from 'the mint and cumin' of much of the verse of the hour. They were free from the suggestion of a little self-centered community, exceedingly conscious of its own culture, but very slightly aware of its own commonplaces, that had marked and marred much of the American poetry that preceded them. They dared to contemplate the grave and shadowed, the insoluble and eternal mysteries of existence that the sensitive and reflective spirits of every age search and endure and that in no age have they pierced and softened. They dared to essay the relations of man with the forces that seem blindly to control him and his world—the high gods, fate, the divine Justice, the sightless, crushing power of material things and circumstances. They summoned an action, a voice, a passion out of the unending drama of the struggle of the heroic spirit of man to fulfil the deeper impulses, the higher destinies that stirred in it, endlessly thwarted yet endlessly aspiring. The passion to express these things, the poetic word, image, motion, that were born of it, matched the thought.

"Here was poetry that baffled those that read because its light was not of the common day, its heat not of little fires. Mr. Moody could not change his spirit; he could only broaden, deepen, and intensify it. He went on to 'The Fire Bringer'—to achieve therein a true poetic tragedy of these eternal mysteries and questionings, this aspiration, defeat, and hope. His *Prometheus* was not only the hero who in might and majesty brought the fire of heaven to men; he was the man who distilled from it the whiter fire of hope to be the kindling flame of the everlasting struggle. And the man, too, who, when he heard *Pandora's* voice, could know the beauty as well as the passion of his world. The verse had its splendors of heroic voice; its graver music of deep reflection; its softer beauty of lyric rhapsody. Poetry in America had not before been so organ-like. To skim the earth, to soar through transcendental limbos, had seemed to it more comfortable than to try to scale the heavens."

If Moody had a few readers for his poetry among those who "discriminated, appreciated, understood," he gained the crowd when he appeared as the author of the widely successful play, "The Great Divide." It is added as a curious commentary that "they applauded in an excitement they hardly knew why." For—

"The Moody of 'The Great Divide' and of the later 'Faith-Healer' was intrinsically the Moody of the poems. He had been dramatist of intent and at moments almost of accomplishment in 'The Masque of Judgment.' He had been dramatist as poets have been dramatists from the old Greeks to Shelley and Browning, in 'The Fire-Bringer.' He had now to learn to make his dramatic imagination and his dramatic power the materializing imagination of the stage and the transmitting power of the theater. He succeeded beyond expectation; he succeeded best, as the first drafts of 'The Great Divide' and 'The Faith-Healer' each proved, when he was left most to himself. And the poet in him did not wither in the prose of the theater. There, as in the freer air and scope of his poetry, he kept his high absorption in the mysteries of life, the aspirations and the struggles of the human spirit, its battle with destiny, material circumstance and its own baser impulse, its renewing reward of hope.

"Now, however, the combatants were no longer gods and heroes; the scene no longer an imagined world of legend. The men and the women who did battle against destiny and circumstance and who fought themselves upward through their pains and contestings, were *Stephen Ghents*, of Arizona, and *Ruth Jordans*, of Massachusetts, and the field of their struggles was ranch house, cañon, and parlor. They who would solve the eternal riddle of the power of faith in man, of the capacity of the spirit for victory over all that is unspiritual, were the *Beelers* and the *Rhoda Williams*, of an Ozark farm, and the *Michaelis*, of the solitary plateaus of New Mexico. The struggle, the drama that flowed from it, the spirits that it opened in the men and the women who fought it, was not less the poetry of such aspiration, contest, and hope, because it exprest itself in the terms of the common lot. Mr. Moody could heat his prose and make it luminous as he had heated and wrought his verse and by like spiritual fires. He could push aside the walls of the theater until they opened to the arch of the heavens. The secrets of the human spirit and its strength, the circumstances that it conquered and the destinies that it made hope, ran in his *Ghent*, his *Ruth*, his *Rhoda*, and his *Michaelis*, no less than in his *Prometheus*. In 'The Fire-Bringer' he gave poetry the accent of drama. In the two dramas, he turned the voice of the theater poetic and spiritual."

His best and most characteristic work is to be found in his book of poems, says the Chicago *Tribune*. It adds:

"They were too impregnated with wild sorrow, and written upon the greatest subject of which a poet can write, the quest of 'those who go to seek *Prometheus*—the search of the battle's truest seekers for the light.' This same idea appears in another form in a number of the poems in Mr. Moody's volume of miscellaneous poems, particularly in 'The Brute,' in which the poet sees through all the confusion and ugliness of our commercial and moneymad times the spirit of beauty and goodness shining. This poem will be placed incontestably among the great poetical performances of our country.

"Mr. Moody was the possessor of another great talent. He painted with a sort of passion—painted, not according to the rules of the academy, but by a superlatively imaginative power. His technic was better than that of some who judge paintings by their technic alone. But the spirit in which he painted was intensely poetic. The mood was more comparable to that of some of the enthusiastic modern Englishmen than to most Americans."

BERLIN'S SCHOLASTIC JUBILATION

YOUTH, instead of age, is indicated in Germany when a university has only a hundred years to its credit, so that Prussia's great celebration of the centenary of the University of Berlin is regarded by the press of Europe as an outburst of pride rather than of reverential homage. The Berlin institution is a mere infant compared with Heidelberg, founded in 1386, Erfurt (1390), Würzburg (1403), Leipsic (1409), Rostock (1419), Freiburg (1460), Treves (1473), and Tübingen (1477). The next century saw the rise of Wittenberg, Frankfort, Marburg, Königsberg, Jena, Helmstadt, and Ingoldstadt; the next saw Salzburg, Kiel, Halle, and Dresden born, and the following one saw Breslau, Göttingen, and Erlangen founded, bringing the tale down to the time when Prussia began to assert her dominance, and her university was created to aid her national power and progress. Berlin has given itself up for a week to her centenary jubilations, and invited representatives from the civilized world to join her. America has never seen so great a stir made over the birthday of a university, but observers on the other side find in it a really national event.

"The modern greatness of Germany," observes the London *Morning Post*, "is the direct result of the national efficiency of Prussia. That efficiency is the consequence of efforts made by Prussian statesmen in the period of humiliation that followed upon the crushing defeats of 1806. In these years, while Stein reformed the structure of Prussian society and Scharnhorst built up a new army on the ruins of the old one, Humboldt laid the foundations of the Prussian system of education." One of his first measures was the foundation of the University of Berlin, which was opened on October 10, 1810. The writer in *The Morning Post* gives this succinct idea of its personal strength and wide-spread influence:

"The universities of all countries have sent to Berlin to take part in the celebrations representatives most of whom are animated by the spirit of gratitude and congratulation. That is as it should be. The University of Berlin has rendered services to Prussia and to Germany which count for as much in what the Kingdom and the Empire have become since 1810 as the services rendered by the Army and by the statesmen. But in kindling the torch of knowledge at Berlin Humboldt was benefiting not Prussia and Germany only but the whole world. From England, France, and America, from Austria-Hungary, Italy, and the Balkan States, from Japan and China, students have gone to Berlin for inspiration. Among the great teachers of the last hundred years Berlin has had in the list of her professors an extraordinarily large number. The first rector was Fichte, and among his colleagues were Niebuhr, Savigny, Boeckh, and Schleiermacher. A few years later came Hegel, who left a group of brilliant disciples. Ranke, the teacher of all modern historians, spent a long life as a Berlin professor. By his side for many years was Ritter, the father of modern geography, and a younger colleague of Ritter's was Heinrich Kiepert. Mommsen and Ernst Curtius, Droysen, Waitz, and Bonitz, the great expounder of Aristotle, are among the Berlin professors whose names are recalled to scholars by the centenary, and to the devotees of every science long lists of famous Berlin pioneers are familiar. The list of professors from British and American universities who have gone to Berlin with messages of sympathy suffices to show what esteem a hundred years of work at Berlin have gained in the world devoted to the advancement and organization of knowledge."

THE KAISER AT THE BERLIN UNIVERSITY CELEBRATION.

He has just paused from talking to the Rector, Erich Schmidt, in university robes, to turn to the camera. The dark figure on the left is the Empress standing by two of her sons, one the Crown Prince. The one regarding us with a frown is Duke Johan Albrecht of Mecklenburg; next him is the young Princess Victoria Louise; the lady in white and fur is the Duchess Albrecht. The hatted, bearded man between the Rector and the Kaiser is Herr Von Trott, the Minister of Education.

The special significance of the Berlin University in a country where universities were not scarce was "that it was from the start intended to be the home of 'free scientific research.'" More:

"It was not meant to be a continuation of the sixth form of a school, but a place where professors were to be pioneers of their branch of study. The idea was that a professor should be a leader in the intellectual sphere. The notion of a leader was that of a man who goes in front of others. It was thought that a leader would be sure to be followed. Accordingly, provided a man was opening new paths in his subject, there was not too much inquiry about his pedagogic gifts. He was not to be a schoolmaster, but a contributor to the advancement of knowledge. His business was not thought to be to store the memories of his hearers, but to show them how to do themselves the sort of work that he was doing. An interesting point is that the University was not endowed by private benevolence. It was and is supported by the State. In 1865, according to Professor Paulsen, the income of the University of Berlin was about £30,000. In 1903 it had risen to £170,000. Evidently the Prussian Government has a high and a rapidly growing estimate of the national utility of a university and a generous conception of the scale on which it is worth the State's while to support it. When a British Government comes to set a similar value on the work of universities there will be a chance of competition on equal terms between the British and German nations. But evidently that is a change of mind which will not easily or soon be produced in a British Government."

THE NEW IMMORTALS

"POE IS FAMOUS" is the satirical head-line of one paper over the news that at last this poet's renown has been officially discovered by the guardians of the Hall of Fame. He stands third on the list of newly elected immortals, and newspaper paragraphers who have found matter for invective at his country's neglect must now look elsewhere for fuel. General satisfaction is exprest that our great romancer and poet no longer stands in outer darkness waiting for this confirmation of his glory. The Washington *Herald* sees that his admission "reflects vastly more credit upon the electoral college . . . than it brings anything more of fame or honor to Poe." The New York *Tribune* shows its weariness of the long controversy by referring to "the feature of this year's election" that will "perhaps command considerable attention, far beyond its deserts, and will be ignorantly or disingenuously exploited into entirely undue significance." Its further tribute to Poe may seem to his worshipers a trifle grudging:

COLLEGE FUN IN BERLIN.

The ludicrous side of the great celebrations at the University.

> "Of the worth of this choice there can be no serious question, and there never has been any question of it. The notion which some have promulgated, that there was a deep, dark, and damnable conspiracy to keep him out of the Hall of Fame, was totally void of foundation. The notion that Poe's election has at last been 'forced' by some national manifestation of indignation or shame is equally foolish. The election of Poe was delayed for the simple reason that it was impossible to choose every worthy name at once, and a majority of the most competent and impartial authorities throughout the land thought that at each of the preceding elections there were some other authors whose claims to fame were superior to his. Of course, that judgment may be regarded with contempt by the Poe propagandists, who have seemed to think that the supreme reason for the existence of the Hall of Fame was that Poe's name might be placed therein. But if there are those who pretend that Poe, with all his genius, should have been preferred to, let us say, Emerson, Irving, and Longfellow, and that some of them should have been made to wait until his name had been chosen before theirs were inscribed, we can but wonder at the affectations or vagaries of the human mind."

Perhaps because the canvass of Poe's name that brought him ultimate success acted subtly in behalf of letters in general, the majority of those who write their names this year upon the monumental tablets are among our literary heroes. It is no doubt straining probability to assume that the dominance of suffragette sentiments account for the leadership of Mrs. Stowe in this company. This is the list:

	Votes
Harriet Beecher Stowe	74
Oliver Wendell Holmes	69
Edgar Allan Poe	69
Roger Williams	64
James Fenimore Cooper	62
Phillips Brooks	60
William Cullen Bryant	59
Frances E. Willard	56
Andrew Jackson	53
George Bancroft	53
John Lothrop Motley	51

There are many points of view from which to scrutinize this third ballot of the electoral congress. *The Sun* (New York) prints this:

> "Twenty-nine names were chosen in 1900, 11 in 1905, and 11 names in the present election, making the total now inscribed in the Hall of Fame 51. The total number of ballots cast this year was 97, and the number required for choice was 51.
>
> "Those failing of election by less than ten votes were: Samuel Adams, 41 votes; Daniel Boone, 42; Patrick Henry, 44; Mark Hopkins, 45; Francis Parkman, 45; Charlotte Saunders Cushman, 45; Lucretia Mott, 41; Martha Washington, 43.
>
> "General Sheridan received 33 votes and Noah Webster, 38. Dr. Morton, the reputed discoverer of anesthesia, received 36 votes. William Lloyd Garrison received 35 votes and Joseph Henry 39.
>
> "Edgar Allan Poe's vote jumped from 42 in 1905 to 69, an increase of 27. Oliver Wendell Holmes jumped from 49 to 69, an increase of 20, his competitors Lowell and Whittier having been removed by election. One of the surprizing results of the canvass is that while the historian Motley gained four votes over the election of five years ago, the historian Parkman lost two votes. One of the striking gains is that of Phillips Brooks, whose vote increased from 49 to 60, altho no competitor in the same group had been elected meantime.
>
> "The vote for Harriet Beecher Stowe of 74 is noteworthy, as no one received such a majority in the last election except Louis Agassiz, and in the first election the number was surpassed only by fourteen names, including Washington, Lincoln, Grant, Emerson, and Longfellow. As a result of this election the authors' corner, already the most populous, with the exception of the statesmen's corner, doubles its population and goes far ahead of the statesmen in number, indicating the enduring quality of the author's fame.
>
> "In the present election no representative of the scientist group or of the soldier or jurist groups secured election. It is a striking fact that John C. Calhoun, who received 46 votes in the last election, received only 42 in this election. Patrick Henry, who received 46 votes in the last election, received only 44 in the present election.
>
> "In the vote for women the names chosen are those of women who were not eligible at the last election, not having been dead ten years. Of those who were voted for in the last election Charlotte Saunders Cushman shows a gain from 39 to 45 votes; Martha Washington from 32 to 43 votes, and Lucretia Mott from 33 to 41 votes. Louisa M. Alcott gained one vote, from 37 to 38.
>
> "The ballots of one professor of history, one publicist, and one chief justice were not received.
>
> "An analysis of the vote for Poe shows that of the 69 votes 21 were cast by college presidents, 17 by professors of history and scientists, 18 by publicists, editors, and authors, and 13 by jurists. The percentage of votes for Poe was lowest in the publicists, editors, and authors group. An analysis of the vote territorially shows that New England cast 14 out of a possible 21, the Middle States 18 out of a possible 27, the Middle West 15 out of a possible 21, the South 14 out of a possible 18, and the West 8 out of a possible 10. Contrary to the general impression, therefore, Poe is as famous in the West as in the South. Since the last election his fame increased more among college presidents than among any of the other groups."

Those who have vainly imagined America to be abandoned to the madness of militarism, observes the New York *Tribune*, "will be gratified or perhaps abashed, to find not one man chosen this year because of his military record, and the number of soldiers and sailors thus left at only five among the fifty-one, or just equal to the number of preachers." Further:

> "Hitherto the statesmen have outnumbered all others, as was not unnatural, but with this year's elections they are surpassed

by the authors, the numbers being now respectively eleven and thirteen. It is certainly creditable to American intellectual life that of the persons thus far esteemed worthy of this distinction almost exactly one-fourth are authors, every one of whom is honored throughout the English-speaking world, and most of whom are at least well known in other lands and languages. It may seem strange that with all our reputed inventiveness only three inventors have thus far been chosen, and there will be regret that thus far not a single physician or surgeon has been selected. The roll is completed with the names of four teachers, three scientists, three jurists, two philanthropists, and one artist. Among the fifty-one there are five women and four Americans of foreign birth, of whom, however, three were born before America became a nation."

POE'S "EQUILIBRATOR"

A PROTOTYPE of Mr. Wellman's disastrous "equilibrator" has been discovered in the device that formed the novelty of Poe's air-ship story of sixty-six years ago. This is seen clearly in a rereading of the great "Balloon Hoax" story furnished by the New York *Sun*, of October 19, reprinted from their columns of April 13, 1844. They tell us further that the story was written by Poe when his fortunes were at their lowest ebb, and was "probably brought by him to *The Sun* two days after he had arrived here from Philadelphia, harassed by his creditors, with a sick wife, and with a total capital remaining after the trip here of $4.50." The balloon of Poe's invention made the passage of the Atlantic from North Wales to Charleston, S. C., in three days. We quote the description of the construction of this express dirigible, allowing the reader to make comparisons between this air-ship which sailed only in imagination over sixty years ago and the one that spent three days and more above the waves without so luckily coming to land again:

> "The balloon is composed of silk, varnished with the liquid gum caoutchouc. It is of vast dimensions, containing more than 40,000 cubic feet of gas; but as coal-gas was employed in place of the more expensive and inconvenient hydrogen, the supporting power of the machine when fully inflated and immediately after inflation is not more than about 2,500 pounds. The coal-gas is not only much less costly but is easily procured and managed.
>
> "For its introduction into common use for purposes of aerostation we are indebted to Mr. Charles Green. Up to his discovery the process of inflation was not only exceedingly expensive, but uncertain. Two and even three days have frequently been wasted in futile attempts to procure a sufficiency of hydrogen to fill a balloon, from which it had great tendency to escape owing to its extreme subtlety and its affinity for the surrounding atmosphere. In a balloon sufficiently perfect to retain its contents of coal-gas unaltered in quality or amount for six months an equal quantity of hydrogen could not be maintained in equal purity for six weeks.
>
> "The supporting power being estimated at 2,500 pounds and the united weights of the party amounting only to about 1,200, there was left a surplus of 1,300, of which again 1,200 was exhausted by ballast, arranged in bags of different sizes with their respective weights marked upon them, by cordage, barometers, telescopes, barrels containing provisions for a fortnight, water-casks, cloaks, carpet-bags, and various other indispensable matters, including a coffee-warmer contrived for warming coffee by means of slack lime so as to dispense altogether with fire if it should be judged prudent to do so. All these articles, with the exception of the ballast and a few trifles, were suspended from the hoop overhead. The car is much smaller and lighter in proportion than the one appended to the model. It is formed of a light wicker and is wonderfully strong for so frail-looking a machine. Its rim is about four feet deep. The rudder is also very much larger in proportion than that of the model, and the screw is considerably smaller. The balloon is furnished besides with a grapnel and a guide rope, which latter is of the most indispensable importance. A few words in explanation will here be necessary for such of our readers as are not conversant with the details of aerostation.
>
> "As soon as the balloon quits the earth it is subjected to the influence of many circumstances tending to create a difference in its weight, augmenting or diminishing its ascending power. For example, there may be a deposition of dew upon the silk to the extent even of several hundred pounds; ballast has then to be thrown out or the machine may descend. This ballast being discarded, and a clear sunshine evaporating the dew and at the same time expanding the gas in the silk, the whole will again rapidly ascend. To check this ascent the only recourse is (or rather *was* until Mr. Green's invention of the guide rope) the permission of the escape of gas from the valve, but in the loss of gas is a proportionate general loss of ascending power, so that in a comparatively brief period the best constructed balloon must necessarily exhaust all its resources and come to the earth. This was the great obstacle to voyages of length."

"GAUDEAMUS IGITUR."

Types of German student face and dress. These, between puffs of their pipes, are singing the old student song at the Berlin University centenary celebration.

Now the "equilibrator" comes into play, working precisely as Mr. Wellman's was expected to do:

> "The guide rope remedies the difficulty in the simplest manner conceivable. It is merely a very long rope which is suffered to trail from the car and the effect of which is to prevent the balloon from changing its level in any material degree. If, for example, there should be a deposition of moisture upon the silk and the machine begins to descend in consequence there will be no necessity for discharging ballast to remedy the increase of weight, for it is remedied or counteracted in an exactly just proportion by the deposit on the ground of just so much of the end of the rope as is necessary. If, on the other hand, any circumstances should cause undue levity and consequent ascent, this levity is immediately counteracted by the additional weight of rope upraised from the earth. Thus the balloon can neither ascend nor descend except within very narrow limits, and its resources, either in gas or ballast, remain comparatively unimpaired. When passing over an expanse of water it becomes necessary to employ kegs of copper or wood filled with liquid ballast of a lighter nature than water. These float and serve all the purposes of a mere rope on land. Another most important office of the guide rope is to point out the *direction* of the balloon. The rope *drags*, either on land or sea, while the balloon is free; the latter consequently is always in advance when any progress whatever is made; a comparison, therefore, by means of the compass, of the relative positions of the two objects will always indicate the *course*. In the same way the angle formed by the rope with the vertical axis of the machine indicates the *velocity*. When there is *no* angle, in other words, when the rope hangs perpendicularly, the whole apparatus is stationary, but the larger the angle, that is to say the farther the balloon precedes the end of the rope, the greater the velocity, and the converse."

THE RELIGIOUS WORLD

ATHLETICS AND RELIGION FOR CITY BOYS

WHILE nobody seems to have taken up the suggestion of a Western religious journal that Sunday baseball games begin with a religious service, the Evangelistic Committee of New York has put one part of this idea into effect among the city's boys. They have succeeded in mixing successfully athletics and religion, tho not on Sunday. This organization was spurred to action by sight of the fearful toll of boys this city pays as one of the prices of progress. A well-known educator who has taught in the public schools for sixty-seven years gives it as his opinion that "the unnatural and unhealthy conditions under which thousands of New York boys live and grow prevent their natural development, and that the New York boy has deteriorated morally and physically as the city has progressed." Remedial measures have been undertaken by the public-school athletic league, and the Evangelistic Committee of the city have been lending a hand. For two seasons, we are told by Mary Kendall Hyde in the New York *Observer*, this committee has held a series of field games. She writes:

A STREET MEETING ON SAN JUAN HILL, NEW YORK,

Such as are held during the summer by the Evangelistic Committee.

"Every meet held under the direction of the committee, however, concludes with a religious service, and as a rule the boys become so interested that they are glad to attend the special meetings arranged for them in the tents, where they are instructed in the value of moral and spiritual health and strength and victory. A remarkable incident in the athletic events of the city is the annual field meet in one of the public parks, where seven or eight hundred boys from ten to sixteen years of age, representing 'gangs' of intense local prejudice, meet in friendly contest and unite in harmonious service of worship."

Another phase of its children's work is conducted in the "foreign" centers of the city. The spur for this work is found in the recent statement of a lately retired police lieutenant based upon the observations of thirty-seven years of service, that most of the crimes in New York City are committed by foreigners. Tent services have been held for Italian, German, Swedish-Finnish, and Bohemian people. We read:

"Some of these have been conducted in the very heart of the Socialist and anarchist communities; to offset so-called Sunday-schools where pupils are prepared to enter into class warfare, where the seeds of treason, revolution, free love, and atheism are sown, where children are taught to venerate the 'red flag' rather than Old Glory—the simplest and sweetest meetings are held for children preceding the adult services. In both sessions alike, the exercises open with 'America,' and love for country is instilled with love of 'our fathers' God, author of liberty.' At the close of the season one thousand children from various typical districts of the metropolis assemble to sing 'I will try to be like Jesus, G-double-o-d, Good'; children of all nationalities and creeds are taught gospel songs and Scripture texts and Bible lessons, and, while no proselyting is allowed, are urged to higher ideals of life and counseled not to abandon religious associations."

The part of this committee's work which takes cognizance of adults deals especially with the element known as "park-benchers." Mrs. Hyde writes:

"One of the startling features of the last census in New York City was the great number of persons who declared themselves without a home. One of the most perplexing trials of the census enumerators was the rounding-up of the park loafers and Bowery lodging-house idlers and those ne'er-do-wells who spend their days doing nobody knows what and sleep at night nobody knows where. From that day when the first faint hint of spring is felt, throughout the burning midsummer heat, until the snow falls, park benches are constantly occupied, street corners harbor shifting crowds, all out-of-doors seems preempted by the vagrant idlers. Perhaps no city is more charitable to its loafers, perhaps no city is more lenient; yet it is the charity and leniency of indifference, the *laissez-faire* doctrine in perfection; 'so long as they disturb no one, let them alone.' Organizations administer charitable assistance; individuals ignore the existence of the unfortunate.

"A Western newspaper correspondent, recently visiting New York, observed that each person in the city seemed thoroughly absorbed in himself and his own affairs, and was apparently unaffected by any conditions he might meet; commenting that naturally in a city of nearly five million no one could be expected to be interested in any one or anything outside his immediate circle.

"It is to just these disregarded classes of people, just the people who sit or stand or wander aimlessly to and fro unheeding and unheeded, that the Evangelistic Committee of New York City has for six successive summers gone with a message of loving sympathy and brotherhood. Tents have been erected with special view to reaching the homeless, the heartless, the hopeless, the drunkard, the dissolute, the down-and-out, as well as the respectable man or woman who has forgotten God.

"In one corner of the downtown section of the city, aptly described as the dumping-hole of the world, a tent has been located each summer, into which wrecks of humanity drift from all parts of the world. This past season a letter was received from a man in Costa Rica who had been put on his feet and started on a better life three years ago in this tent, and now wished advice as to where he might purchase religious literature for distribution. Sailors just ashore stop on their way from near-by docks to the nearest saloon, hesitating between the brilliant opportunities offered at each street corner; attracted by the sound of music they glance in through the open flap of the tent, see comfortable seats, bright stereopticon pictures, and, finding it to be a 'free show,' decide to enter; men in the parks or streets are first drawn to a group who with cornet and speaker are holding a meeting out-doors, and the listeners are frequently persuaded to follow the speaker to the tent only a few blocks away; whoever they are, wherever they come from, however they happen to join the tent audience, they are soon listening eagerly to the sweet songs which remind them of home, mother, wife, or sweetheart, and a better life somewhere behind them in the past; then in a few strong, well-chosen words comes the message that there may be better things in their life yet, both in this world and the next. Bronzed men of the sea, blustering longshoremen from the docks, bleary men from the saloons, dusty men from the highways, dirty men from everywhere; those on whose faces vice has set its mark, those whose trembling hands and faltering eyes testify to continued dissipation; those who from one cause or another have lost money, health, family, and position, and find themselves in the ranks of the lowest dregs of the city; one after another come forward for prayer, for some word of sympathy and encouragement and Christian counsel. When they sign cards for identification, that they may receive personal visits, again is repeated the sad address 'No Home.'"

TO SAVE CHILDREN FROM THE STAGE

THAT CHILDREN who go on the stage rarely survive the temptations and artificiality of that life, but die young in large numbers, is the indictment framed against the employment of children in the theater by those who are trying to extend the adoption of the statute enforced by Massachusetts, Illinois, and Louisiana. In these States children under fourteen are forbidden to perform on the professional stage. Several religious organs are seconding the efforts of the National Child Labor Committee in urging this reform, and besides these denominational organs, *The Survey* (New York), which is the charitable organ of the Sage Foundation and other humane social movements, has given its support to the project. A lay journal has pointed out that under such widespread legal restrictions "The Bluebird," "Peter Pan," "Rip Van Winkle," "The Midsummer Night's Dream," "The Tempest," and "King John" would "suffer irretrievably in their presentation." *The Baptist Commonwealth* (Philadelphia) has no patience with the argument that children would thus be prevented going on the stage to prepare themselves for a lucrative employment. Eighty per cent. of American actors of prominence, it is pointed out, "began their life-work after the years of childhood, and few actors of the present day put their children on the stage." This journal continues:

"In the year 1895 there were employed on the stage in New York City 320 children under the age of fifteen years. These children were licensed by the Mayor with the consent of the Society for the Prevention of Cruelty to Children, that society being satisfied in every case that the children were employed in theaters of good standing and that they were not subjected to unusual physical or moral strain. They were engaged in speaking or walking parts only. The conditions surrounding the employment of these children were as good as can prevail under any system of licensing, and the Society for the Prevention of Cruelty to Children endeavored to protect the young actors in every possible way. If early employment leads to success, we might reasonably expect a fair proportion of these children to become actors of recognized standing, especially as many were already sufficiently prominent to have recognized stage names. The list of names has been compared with 'Who's Who on the Stage,' and has been examined by dramatic critics thoroughly familiar with the stage and the actors of the day, but of the entire 320 there can be found at this time, fifteen years later, only five who are on the stage in any capacity, and only one who has attained prominence.

EVANGELISTIC ATHLETICS.

A boys' meet in McComb's Dam Park during July, when religious services for the boys were held on the field after the games were over. And the boys stayed.

AN EVANGELISTIC TENT MEETING FOR CITY BOYS.

Such gatherings, held in the heart of foreign settlements, are intended to counteract other meetings "where the seeds of treason, revolution, free love, and atheism are sown."

"The remaining 315 evidently did not find their employment an open door to the actor's profession, but the records of the Society for the Prevention of Cruelty to Children show that a large number did find it the open door to a life of profligacy and immorality. The superintendent of that Society states that they have on their records many cases of girls who began as stage children and who finished on the streets; the records contain many cases of criminal prosecutions of men and women who found their victims in children of the stage whose surroundings were such that they were not merely led astray with ease but often they were willing victims.

"It is shown too that the death-rate of young and middle-aged actors is reported higher than that of brewers, distillers, railway employees, sailors, butchers, reformed drunkards, electrical workers, Army and Navy officers, policemen, firemen, common laborers, and men of many other occupations."

Mr. Francis Wilson, the well-known actor, defends the occupation of child actors, and has tellingly "protested against a view that represents the moments of joyous effort of the stage child as on a plane with the physical drudgery of the overworked child in the factory." His letter to *The Christian Advocate* (Methodist Episcopal, New York) is thus examined by the editor of that paper:

"He attacks the statements of Mr. Everett W. Lord, the

> Committee's secretary, as respects the reports of life-insurance companies concerning the effect of night work, irregular living, and drafts on nerve force on actors and actresses. Mr. Lord (with a similar aspect of certainty to that evinced by Mr. Wilson) positively affirms that 'The Actuarial Society of America has published the results of a mortality investigation based upon the reported death-rate of the leading insurance companies of this country and covering many thousands of cases. This report compares the death-rate by age and groups in many trades and professions and among all classes of people; and referring to the theatrical profession, it says: "*All age-groups of that occupation exhibit a very high mortality.*"' He says that 'this rate of mortality in the first age-group, from fifteen years to twenty-eight, is higher than in many occupations commonly considered extra-hazardous, and in the middle-age group, from forty-three years to fifty-six, the rate is still higher, *being in excess of the death-rate of nearly every other occupation listed.*' Notwithstanding this, Mr. Wilson says that actors are long-lived, and presents the names of several who attained great age, such as Fannie Kemble, eighty-four years; Joseph Jefferson, eighty years. Secretary Lord notes this and says that Mr. Wilson, in his address in Boston, gave a number of long-lived actors, but he adds that 'isolated instances have no bearing on the point at issue.'"

Especially irritating, says this editor further, "is the boasting of a dramatic agency that it has the names of a thousand child actors whom it is ready to supply for local performances or traveling companies." Also:

> "Nor can we quell what we believe to be legitimate anger that last season 'the contagion of one successful show, whose profits were largely due to the part of a seven-year-old child, brought on an epidemic of such plays throughout the country.'
>
> "Finally, when we think of the bombardment to which the child-labor laws were subjected because, under the laws of Massachusetts and Illinois, the seven-year-old child could not play in Boston or Chicago, we become indignant because all the States have not such laws."

MORMONISM'S PRESENT ACTIVITY

THE IDEA that the peculiar activities that have roused hostility to Mormonism are a thing of the past is scouted by the Rev. S. E. Wishard, who has lived and worked in Utah for twenty years. In the November *Missionary Review of the World* (New York) he admits that "the mailed hand has been gloved," but, he adds, "it is there, forcing every dictum of divine authority and power that was ever claimed for it." And not in Utah only, but in Idaho, Washington, Oregon, Arizona, and New Mexico, Mormonism is an active and powerful political influence. The Mormon Church, we are told, has recently been shown to be a large factor in the Sugar Trust, and its great financial resources are being wielded skilfully in the furtherance of its own schemes. Colonization, for instance, is a plan that generally works. In some town in a Western State, where local business men are looking for new settlers and new industries, along come representatives of the Mormon organization:

> "They offer the people whom they propose to capture a fine financial scheme. They agree to locate a sugar factory or some other manufacturing plant, only asking in return a bonus of a few thousand dollars. The proposition is accepted, and with the coming of this prosperous enterprise a Mormon colony is gathered about the business, and a church established. This new alien force enters the politics of the county and State, and from this base of operations the work of proselyting proceeds."

Polygamy is now a crime under Utah State laws, but despite the denials of Mormon missionaries, it exists, asserts Dr. Wishard, whose residence in Utah entitles him to speak with some authority. Even after the highest leaders of the Church had pledged themselves and their people to faithful obedience to the law of the land, polygamy is a part of the religious teaching in the school and the family, and—

> "To-day men are entering into these unlawful relations, not as openly as formerly, but secretly violating the constitution and laws of the State. They believe and practise covertly the revelation given by Joseph Smith."

The question at once arises, Why does Mormonism, with its peculiar doctrines, still flourish in the face of exposure, in violation of Federal law, and in spite of the rising level of intelligence among the class from which it proselytes? Dr. Wishard answers by citing the policy of concealment at home and abroad, the effective organization of the Church, the careful training given the youth, and the vigorous, systematic work of the Mormon missionaries. He tells of a girl of sixteen who gave him, in conversation, "a full statement and defense of Mormon doctrine," as clearly as an adult could. By the time the children reach maturity, "they are rooted and grounded in the system." We read further:

> "The policy of the Church in caring for their families goes into detail, and might well be adopted by all Christian churches. The Mormon organization reaches down to their families and the individual. The care of families is committed to a special order, called Teachers, whose work is separate from the preachers. Teachers are set apart definitely to the work of what may well be termed, as they conduct it, family inspection. They are to visit every family, each in his own district, at definite intervals. The object of this visitation is to ascertain if the family is holding fast to the faith of the Church. A teacher informed us that the following questions, answered in the affirmative, indicated the end sought by the teacher:
>
> Do you believe in Joseph the prophet?
> Do you believe in the Book of Mormon?
> Do you believe in the Book of Doctrine and Covenants?
> Do you pay tithes?
> Do you obey the priesthood?
>
> "An affirmative answer reports the family faithful, erect in the Church. . . . These investigations discover any inclination to turn from the Church, and call for the immediate intervention of the priesthood to restore the doubter to faith."

The theory that the Mormon Church, a theocracy, must be held superior to any earthly government has never been abandoned, according to our informant in *The Missionary Review*. The Church is now seeking supremacy through the play of politics. While it "has no politics," it "waits to bribe with its solid vote either political party that will become subservient" to its purpose. Its political policy is outlined in this quotation from a Mormon bishop:

> "We look forward with perfect confidence to the day when we will hold the reins of the United States Government. . . . To-day we hold the balance of power in Idaho, we rule Utah absolutely, and in a short time we will hold the balance of power in Arizona and Wyoming. . . . The active work of the Church is carried on by a band of priests going for an extended tour through Colorado, New Mexico, Wyoming, Montana, Idaho, and Arizona. We expect to send missionaries to some parts of Nevada, and we design to plant colonies in Washington. . . . All this will build up for us a political power which will in time compel the homage of the demagogs of the country. Our vote is solid and will remain so. It will be thrown where the most good will be accomplished for the Church. Then in some political crisis the two political parties will bid for our support. . . . We will then hold the balance of power and will dictate to the country."

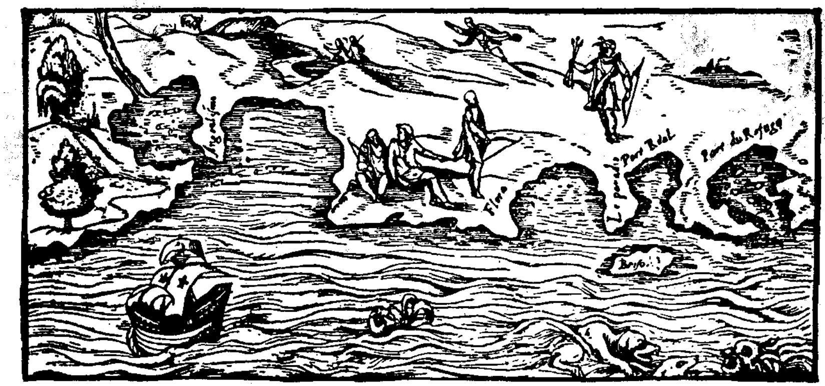
Dr. Wishard concludes:

> "From what has been said, it is clearly seen that the Mormon system disturbs the social, religious, and political conditions in its immediate surroundings. The Asiatic home shadows the American home, and introduces confusion into community life. The Mormon system is utterly antagonistic to the institutions of our country. Hence there must be perpetual conflict. . . . .
>
> "Two things, with God's blessing, must furnish the final remedy for this unchristian and un-American system. The gospel of Jesus Christ must be brought in love and power to the homes and hearts of the people; and a constitutional amendment must be secured forever prohibiting polygamy in all the States and Territories of the Union."

A GUIDE TO THE NEW BOOKS

American Scenic and Historic Preservation Society, *Fifteenth Annual Report of.* By the Secretary, Dr. Edward Hagaman Hall. 8vo, pp. 446. New York: Office of the Society, Tribune Building.

In addition to a formal report to the legislature outlining the year's work done by this excellent society in its well-known field, the present volume has an appendix, in which is printed the original Italian text of what is known as the *Cellere Codex*, containing the letter of Verrazano of July, 1524, narrating to King Francis I. of France, his voyage to the new world, and along our Atlantic coast. It had already been well established, many years ago, that Verrazano visited the harbor of New York long before the coming of Henry Hudson. In this letter, of which an excellent English translation, made by Dr. Hall himself, is given here with the Italian, are described in detail the shore line as Verrazano observed it, and also the manners and customs of the natives. Elsewhere in this issue is shown a map by Ramusio, printed in France some years after the date of Verrazano's letter, but long before the coming of Henry Hudson.



From the annual report of the American Scenic and Historic Preservation Society.

MAP OF VERRAZANO'S VOYAGE FROM NEW YORK TO NEWPORT IN 1524.

New York Harbor is shown on the left. Narragansett Bay on the right.

Verrazano's account of his arrival in New York speaks of the harbor as a "very agreeable situation located within two small prominent hills in the midst of which flowed to the sea a very great river which was deep within the mouth." These hills are the Highlands of the Hudson and Staten Island, as still to be observed from a ship when coming in through the Ambrose Channel. Verrazano describes the natives as "clothed with the feathers of birds of various colors and coming toward us joyfully, uttering very great exclamations of admiration." The Upper Bay was "a very beautiful lake with a circuit of about three leagues." He finally departed from the harbor "with much regret because of its commodiousness and beauty." Verrazano named this country of New York Angoulême, and gave to the bay the name of Bay St. Margherita, these being out of compliment to King Francis and his sister. Dr. Hall's translation is the only one thus far made. He is entitled to very special credit for having undertaken it—a pure labor of love tho it was to him. The letter is so interesting that it really ought to get into general circulation.

Bacon, Edwin M. The Boy's Drake—Story of the Great Sea Fighter of the Sixteenth Century. Illustrated. 12mo, pp. 506. New York: Charles Scribner's Sons. $1.50 net.

Baikie, James. The Sea Kings of Crete. 32 full-page illustrations from photographs. Crown 8vo, pp. 274. New York: Macmillan Co. $2 net.

Under this title, Mr. Baikie has aimed to give a popular account of recent explorations and studies, "which have revolutionized all ideas as to the antiquity and level of the earliest European culture." Most notable among these discoveries are those made by A. J. Evans, in confirmation of what had for many years been suspected as to the civilization of Greece having been far older than historians have commonly dared to state. That the Homeric age was not a primitive age, but rather represented a high state of culture, following a long period of development, was suspected even before Schliemann, Dörpfeld, and others made their discoveries on the site of ancient Troy, at Mycenæ and Hissarlik.

D. G. Hogarth, one of the most recent writers, but who wrote before Evans had made his most notable disclosures, has declared that "man in Hellas was more highly civilized before history than he was when history begins to record his state." There was, in fact, in Hellas an organized and progressive human society, at a period "so remote that its origins are more distant from the age of Pericles than that age is from our own." Hogarth declared further that we have "probably to deal with a total period of civilization in the Ægean not much shorter than in the Nile Valley." This writer's inference may well have been accepted at the time as extravagant, but, as Mr. Baikie declares, Evans' discoveries have "fully justified it." It may now be accepted "as an established fact that the earliest civilization of Greece meets the two great ancient civilizations of Babylon and Egypt on substantially equal terms." It was not only contemporary with them as to antiquity, but in artistic merit it "need not shrink from comparison with either."

Mr. Baikie sets forth, in much interesting detail, the nature of the civilization which existed in Crete at a period 2,500 and more years anterior to the age of Pericles. Numerous illustrations show architecture, pottery, and sculpture.

What is of equal interest are the disclosures made as to many traditions about Crete that have survived in the legends recorded by Greek historians, such as the fable of the Minotaur and the statements in Herodotus and Thucydides as to a great sea empire which had its center in Crete. The sea power of Crete we now know endured throughout many reigns, during which the whole maritime trade of Europe, Asia, and Africa was in its hands. The Cretans were veritable lords of the sea.

How it was that their empire came to an end we perhaps shall never know. It is declared, however, by Mr. Baikie, that some "huge disaster" broke it up rather suddenly. It did not fall from over-ripeness and decay, but was in full strength and growth when suddenly and fatally arrested. In the ruins of the Palace of Knossos are "traces of a vast

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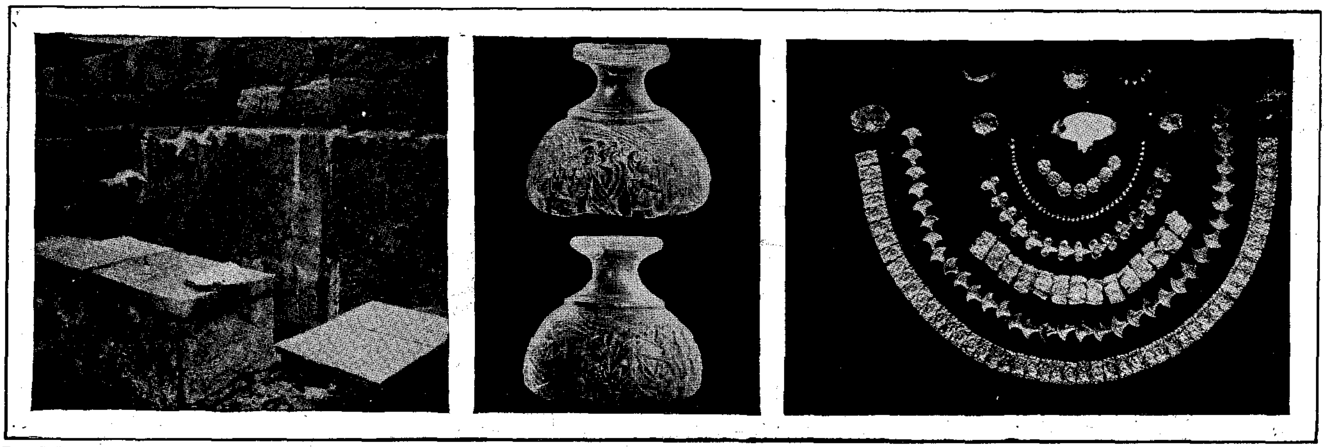


From Baikie's "Sea Kings of Crete."

A BATHTUB 5,000 YEARS OLD. THE HARVESTER VASE. GOLDSMITH'S WORK FROM TOMBS.

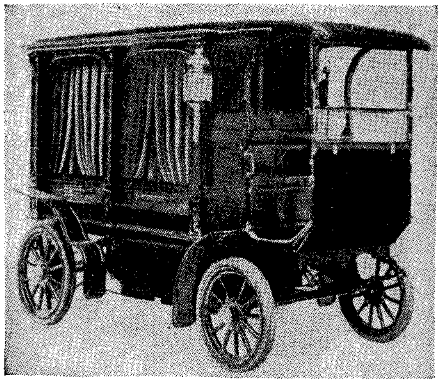
RELICS OF THE ANCIENT CIVILIZATION OF CRETE.

MOTOR-TRIPS AND MOTOR-CARS

THE USE OF THE COMMERCIAL CAR

MORE and more attention continues to be given to the motor-truck by writers on motor-cars, as well as by manufacturers of them. Its use is not only spreading along lines in which it already has been found to be of great value, but along new ones, including the hearse. All this is true not only of our country but of European lands, and notably so of France. In Paris no taxation is imposed on cars devoted to purely commercial purposes; hence it is impossible to know exactly how many such cars are now in use in that city and its environs. Statistics, however, have been compiled by the Automobile Club of France, which in the main may be accepted as authentic. It appears from them that the number of large-capacity omnibuses owned by the General Omnibus Company in Paris is now 155, while other companies have 48 omnibuses of smaller capacity seating from ten to twenty persons. Under its contract with the city, the General Omnibus Company within three years must increase the number of its motor-'buses to 800. Of freight trucks and delivery vehicles propelled by motors there are in Paris 1,095, classified as follows:

Useful load, 1,760 pounds to 2 tons.........	234
Useful load, 2 tons to 5 tons................	179
Useful load, 5 tons and above..............	143
Other commercial vehicles..................	120
Postal vans, carrying 1,700 to 2,600 lbs.....	156
Tractors and locomotives...................	60
Total, including omnibuses........	1,095



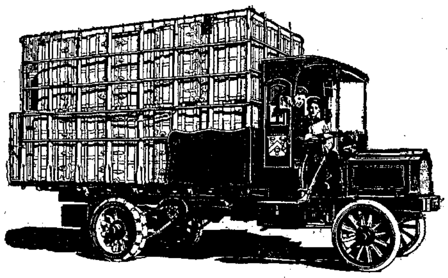
A MOTOR HEARSE USED IN CHICAGO.

As pointed out in *Motor Age,* which prints these statistics, the above figures do not include taxicabs; these are now slightly more numerous than cabs drawn by horses. Nor are city fire engines included, all of which within four years must by law be converted into motor-vehicles.

Numerous items are at hand as to inventions for the extension of the efficiency of the motor as applied to commercial vehicles. In Pittsburg, owing to its steep hills, there has been much need of a type of truck which would surmount the hills when heavily loaded. Many meat-packing establishments flourish in Pittsburg, and under their patronage has been formed a truck company which undertakes to meet this difficulty. Ample capital has been found and sales of the type of truck produced have already been made. The motor has four cylinders, cast singly and cooled by water, the horse-power rating being fifty. The motor is carried under a hood forward, with the radiator in front, and has a dual system of ignition. The truck is driven by double chains. The wheel base is 150 inches, an unusual length, but it was adopted in order to eliminate excess in overhang of the body.

In Seattle is in use a coal truck with a capacity of four tons. Steep grades in Seattle are climbed by this truck with a full load. Since it was placed in operation, the truck has delivered as many as thirty-five tons of coal in a day.

In Reading, Pa., has been brought out a small three-wheeled parcel-delivery vehicle, weighing only 500 pounds, but capable of carrying in addition to the driver 500 pounds of merchandise. The driver sits in the rear. Forward is the parcels compartment, 50 inches long, 30 inches wide, and 30 high. The vehicle has a single-cylinder two-cycle motor placed directly in front of the single rear wheel. Its speed is twelve to fifteen miles an hour, with a low gear. The single-spark system is employed, thus making the current consumption low.

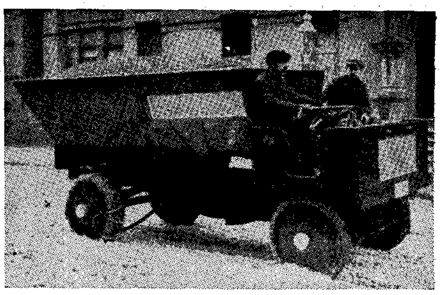


DELIVERY TRUCK USED BY A WHOLESALE DRY GOODS HOUSE.

Motor Age further notes that a company in Allentown, Pa., "has struck the keynote of demountability and interchangeability in commercial car manufacture." This has been accomplished by a device which permits the assembling of the motor, clutch, magneto, carbureter, and oiling-device on a subframe independent of the main frame of the truck. By this device it becomes possible, by the removal of two bolts and the breaking of several electric connections, to move forward the complete unit and to detach it from the car.

A STANDARD ROUTE ACROSS THE CONTINENT

On Monday, October 10, A. L. Westguard, representing the Touring Club of America, of which he is president, started on a trip across the continent accompanied by his wife, the purpose being to lay out a desirable route. Heretofore more than one route has been followed, each differing as to details, mainly west of the Mississippi. Besides collecting data useful in deciding upon the best route, it is hoped that from Mr. Westguard's trip will come a stronger national sentiment for the maintenance of a continuous automobile road from the Atlantic to the Pacific. Already a semiofficial character has been given to the trip by the appointment of Mr. Westguard as a special officer of the Department of Public Roads. Mr. Westguard has had wide experience in laying out routes and collecting information as to good and bad roads. Director Page of the public roads offices of the Federal Government was present when Mr. Westguard left New York, the word to start being given by Horace White, now Governor of the State. Mr. Westguard has been asked by Director Page to take photographs of good and bad roads on his route, collect data as to various types of roads, and their methods of construction, as well as notes concerning bad turns, steep hills, the condition of bridges, etc.



A MOTOR COAL TRUCK.

From New York Mr. Westguard proceeded up the west bank of the Hudson to Kingston, and thence along the foothills of the Catskills to Delhi in the Delaware Valley, whence he proceeded over hills to the Susquehanna at Unadilla, going thence to Binghamton, Watkins, Rochester, and Buffalo. From Buffalo he was to proceed to Chicago by way of Cleveland and from Chicago to Kansas City by way of Davenport and Omaha. The remainder of the route follows the old Santa Fé trail, which is the only feasible route during the latter part of the year. It was his intention to make the trip in a leisurely manner, in order to have time for the collection of data. It

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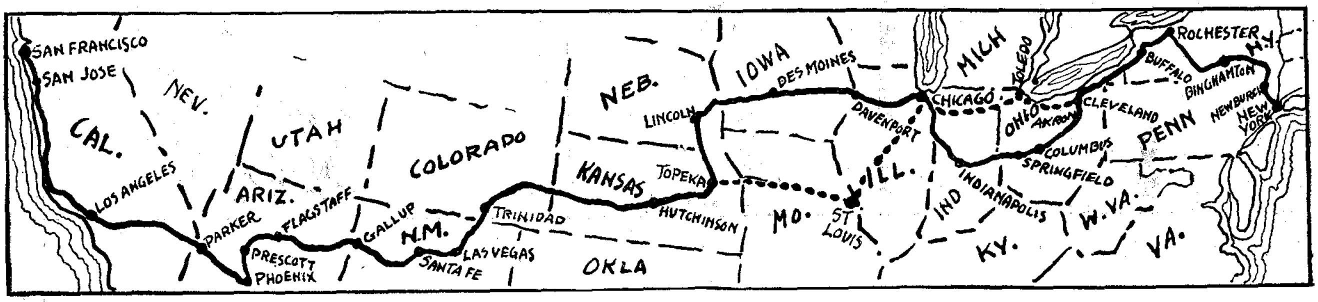
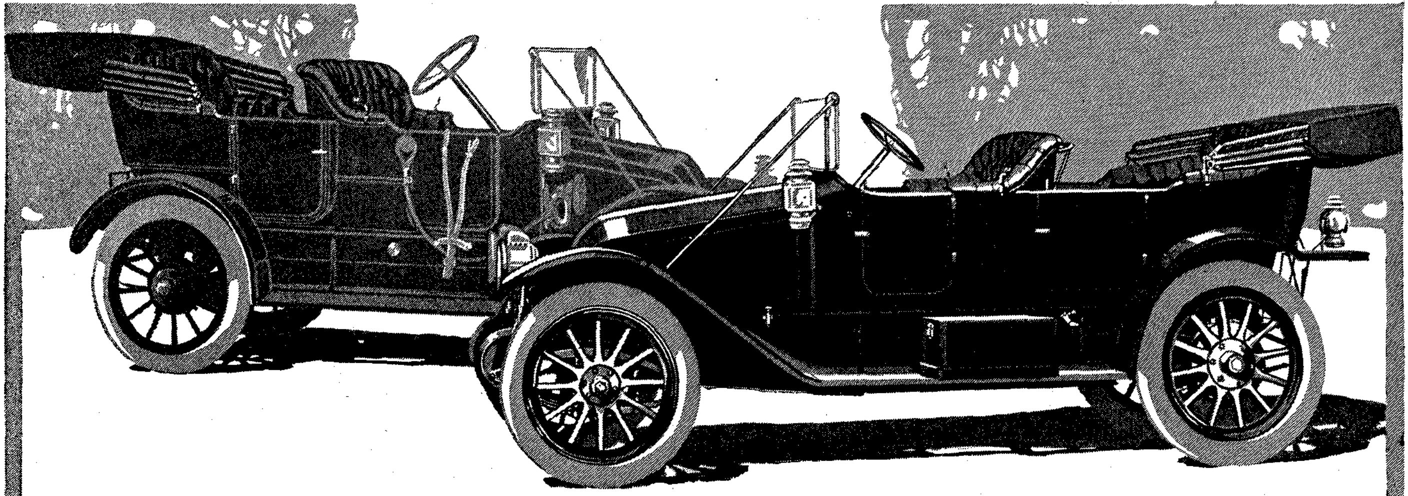


ROUTE ACROSS THE CONTINENT TO BE LAID OUT IN DETAILS BY THE TOURING CLUB OF AMERICA.

Franklin



The Franklin is known throughout the world as the air-cooled automobile that has successfully met the competition of water cooling.

Franklin engineers have accomplished what no one else has been able to do. Not a single manufacturer of water-cooled cars anywhere in the world has done anything in cooling that someone else has not done. Water cooling was the easiest, and so everybody took it up. Everybody but the Franklin. While water cooling was the easiest it was not the best, so Franklin engineers went to work and got the best. The easiest is never the best, just as the cheapest is never the best.

Franklin air cooling takes a troublesome problem entirely out of the mind of the owner. The Franklin owner does not have to think about cooling or pay any attention to it. Even though he thought about it all the time there would not be anything for him to do or that he could do. Nothing can happen to the Franklin cooling system, while something is liable to happen to water cooling at any time.

As a matter of fact when we sell an automobile we do not sell a cooling system. Franklin cooling is inherent in the engine, whereas a cooling system, in the common use of the term, is an auxiliary affair. It is an attachment; it is a quantity of mechanism. It is something that depends on something else. All its conditions must be right or the engine to which it is attached will not work. If the operator forgot it and did not look after it he would have trouble. The operator of a Franklin can not do anything with the cooling, one way or the other. About the only way he could affect the cooling would be to take an ax and disable the motor. This would give a result very similar to what happens if an operator of a water-cooled car simply forgets something. The motor is out of business.

Not only is the Franklin cooling method care-free and trouble-proof, but it has other advantages. It is more economical; it is absolutely reliable; it is lighter and simpler than other systems; it is safe to use in winter.

Franklin air cooling will stand any test. The water cooler can not do anything that the Franklin can not, but there are conditions under which water-cooled engines overheat and Franklins do not.

In whatever way you look at it, under whatever conditions you work it, Franklin air cooling is the best.

FRANKLIN MODELS

Four-, five- and seven-passenger touring cars; single and double torpedo-phaetons; limousines, landaulets; a special speed car; trucks, light delivery cars, taxicabs, hotel omnibuses.

FRANKLIN AUTOMOBILE COMPANY Syracuse N Y

Deliveries of 1911 Franklins are on schedule, selection of date being on order of sale. Send for illustrated catalogue.

Does Coffee Keep You Awake Nights?

The *occasion* of coffee restlessness may be the cup or two at dinner. But the *real cause* is the month-after-month drinking of ordinary coffee.

Try Bakerized Coffee!

Baker-izing improves coffee in three distinct ways.

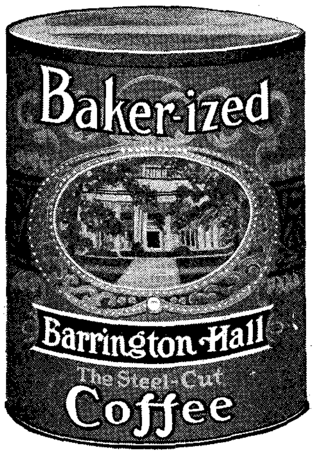
First—the coffee berries are split open by a special machine and the chaff is blown away as waste.

Coffee chaff can be seen in any other coffee when ground. It is an impurity and contains tannin. Brewed alone it is bitter and weedy—and will actually tan leather. It doesn't help the coffee flavor, and is not good for the human system.

Barrington Hall
The Baker-ized Steel-Cut Coffee

Second—the coffee passes through steel-cutters in order to secure pieces of as nearly uniform size as possible—without dust. You can brew uniform pieces uniformly to the exact strength desired. No small particles to be over-steeped and give up bitterness and tannin. No large grains to be wasted by under-steeping.

Therefore, a pound of coffee *Baker-ized* will make 15 to 20 cups more than a pound of ordinary coffee—because you get all the flavor from every grain.



Coffee dust is the result of grinding—crushing in a mill. You can see it in the cup before you add the cream. It makes the coffee muddy, its flavor woody, and it is indigestible. You won't find this dust in *Baker-ized* Coffee.

Don't take our word for it—or the word of the thousands who drink it regularly without harm or nervousness. Try it yourself! A trial can *free*. A pound at your grocer's at 35 to 40 cents according to locality.

TRIAL CAN FREE

BAKER IMPORTING CO.
124 Hudson Street
New York, N. Y.

Please send as advertised, a free sample can, enough to make 6 cups Barrington Hall Coffee, also booklet "The Coffee without a Regret." In consideration I give my grocer's name (on the margin).

Name ....

Address ....

MOTOR-TRIPS AND MOTOR-CARS

(*Continued from page* 800)

is expected that he will be at least sixty days on the road. A writer in the New York *Evening Post* says of the purpose of the trip:

"The time for making the present trip has been selected so as to appeal to the great army of enthusiastic motorists who spend part of the winter on the California coast. With a route carefully mapped out with the latest information concerning hotel and other accommodations, combined with the assurance of an equable climate during the autumn months all the way to Los Angeles, what better method of traveling to the delightful resorts of the Pacific coast could be presented than a pleasure trip across the continent in a good car, offering exceptional facilities for seeing many of the wonderful and interesting parts of the country? It is confidently believed that the time is coming when hundreds of motorists will prefer an automobile trip to California to any other way, and anticipating this fact, the club has planned the present trip so that exact information of every mile on the 4,000-mile journey may be ready the instant it is wanted.

"The trip will also, it is believed, result in creating a greater recognition for better roads in the distant parts of the country. The good roads movement has already permeated the South and many sections of the Southwest and Northwest, but with the knowledge that a representative of the Government's Office of Public Roads is making notes by the way for a report to the Department of Agriculture, a wider influence can hardly fail to be exerted for improved highways.

"Letters will be carried by Mr. Westguard from Governor White to the Governors of all the States through which he will pass. He will make a special point of visiting the automobile clubs along the route, and delegates will be appointed who will be the accredited representatives in their localities for the club, and under their auspices plans will be perfected whereby the most important places on the highway may be properly marked. Additional information will also be sent to the New York offices of the Touring Club by the delegates of all road changes and improvements.

"To travel by motor across the American continent from the Atlantic to the Pacific no longer is an impossible task. Within the last seven years more than thirty different cars have carried passengers from coast to coast, and one of them, with the drivers relaying at the wheel and traveling night and day, established a transcontinental record of little more than ten days."

THE LOGIC OF THE LOW-PRICED CAR

Motor Age, under this heading, prints an article intended to remove a misconception prevalent among little-informed buyers, as to the low-priced car being of necessity an "assembled car," it being contended that the manufacturer could not afford to make his own parts when selling a car for less than $1,000. The writer asserts that these assumptions are "diametrically wrong and that if there be any car that should be made entirely by one manufacturer it is the low-priced car." In order to build this type of car, the maker must build the car in large quantities. That is the only possible way in which such a car, worthy to be called a car, can be produced. The point is that, in making an assembled car, profits are made not only by the person who assembles the parts, but by the several persons who made the various parts that go into the composition of the car. Hence the car costs heavily to make. The writer adds:

"It is a fact that a concern turning out over 10,000 cars a year can turn out a cheaper and a better car the more parts of that car it makes in its own factory. There is money for the cheap-car maker in forging his own crankshafts, cam shafts, front axles, steering-gear parts, and all gear blanks. It takes money to install a forge plant, and it requires expert work to handle such a plant, but once it is installed a profit will result when the car output of the company is large. By a company having its own forge plant the only money made is not simply that saved in reduced cost, but that saved in ready delivery. It is worth thousands to a concern not to have to wait for materials. Where a concern makes its own frames there is no paying express on them or waiting for them at times when delays in deliveries mean loss of sales. The car-builder, who is a manufacturer from the ground up, is free from that worry of waiting, writing, and wiring for materials and is also spared that expense of having perhaps ten or more travelers going all over the country in search of a few extra axles at one place, a few more frames at another point, some radiators at a third, and some crankshafts at a fourth.

"The car-maker who has his own forge plant, who stamps his own frames, makes his own radiators, and, in fact, makes practically all of his car except the magneto and carbureter, is lord of the field and does not fear competition. He makes his own parts and knows what materials enter into them. He is free from the worry as to how different parts will stand up, and he is not compelled to spend money taking down and then reassembling motors or other parts that have been purchased from parts-makers, and have been so hurriedly put together that they have to be taken apart and properly assembled. Because of these many angles it seems most logical that the low-priced car should first, last, and always be a home-made product, and if so the maker can not afford to do anything else than put out the best possible product. This is the cheapest policy. If he puts out a cheap product he is compelled to replace axles or other parts, and where the output is up in the thousands the expense of replacing parts is much greater than that of putting good workmanship into a car at the start."

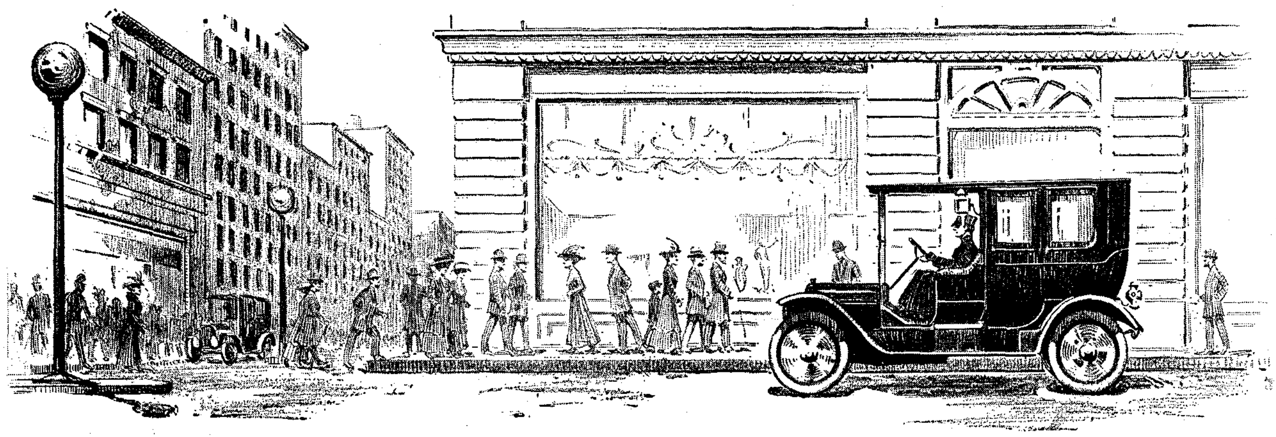
In order that a low-priced car may succeed on the market it must be well made from good material and good workmanship. Manufacturers who have turned out poorly made cars at low prices "have not been able to exist." Others who have contrived to continue their existence "are spending more in replacing defective parts than it would have cost to make the parts of better material and workmanship at the start." It is imperative that the low-priced car shall be an honest car. The assembled car can never have a leading place in the low-priced field. Indeed, it will soon be quite impossible for makers who assemble parts to compete against large concerns that turn out in quantities a home-made, low-priced machine.

SPEED IN THE BIG MOTOR RACES

Motor for October prints a historical record of the road racing speeds that have been made in the big races of the last fifteen years. The reader is reminded that, the speeds shown "are not the maximum but the sustained averages, usually over distances of more than 300 miles." Driving a car at a high speed for a single mile, and driving one for several hundred miles are quite different things. On the straightaway the records

(*Continued on page* 804)

For Impaired Nerve Force
Take Horsford's Acid Phosphate
It quiets and strengthens the nerves, relieves exhaustion, headache and impaired digestion.



The White Gasoline Limousine for 1911

is the Culmination of Ten Years' Experience in Building Stylish and Efficient Motor Cars

The product of the White factories is of the character of workmanship, finish and efficiency that leads persons of refinement and excellent judgment to choose the White for personal use.

The White Limousine is the very utmost in stylish simplicity.

No expense was spared where the body and interior furnishings could be better handled, yet there is not a button too much—not even a shade of color too bright—not a single detail overdone to the point of gaudiness.

Any tasteful woman will indorse the White Limousine's interior finish and upholstering the moment she sees them.

Imported broadcloths in almost any color may be obtained, with tapes, whipcords, etc., to match.

The size of the White is another advantage.

The car is light enough to be easy on tires, compact enough to thread in and out of the traffic of the crowded down-town thoroughfares, yet amply spacious to comfortably accommodate five passengers inside.

It is neither a small car nor a cumbersome car. Rather a moderation of both.

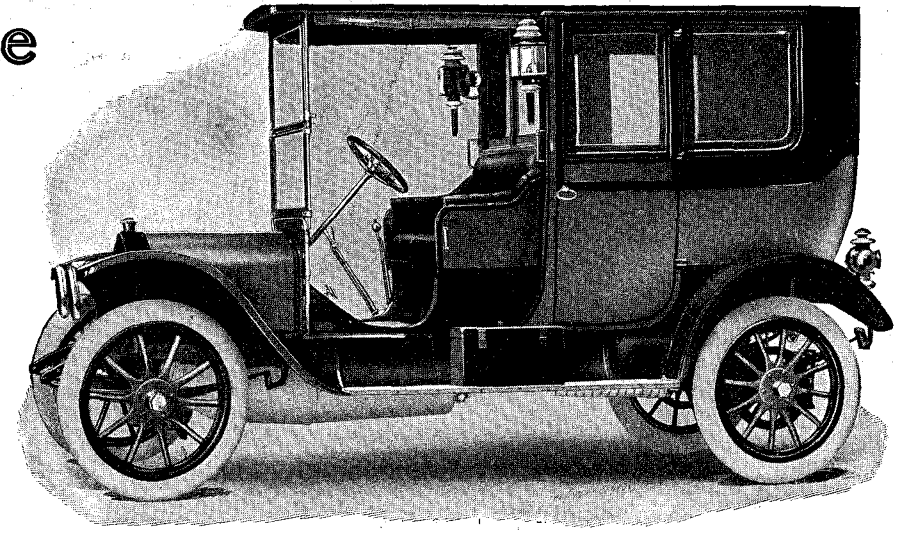
The seats are wide and deep, the doors are low and of good width. It's a very easy car to enter and leave.

The appearance of the White Limousine as it stands before the owner's home reflects culture and refinement of the very highest type.

The catalog, which goes more into detail, will be gladly sent on request.

The White Company, 812 East 79th Street, Cleveland, Ohio

The White
Limousine



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THE MARMON

"The Easiest Riding Car in the World"

Five Passenger Closed Front Touring Car—$2,750

MARMON worth, Marmon consistency, Marmon quality of materials, the Marmon grade of workmanship and Marmon tire economy are the essential factors in these long-distance racing victories. And they are the essential factors in the thoroughly satisfactory service the Marmon gives in private hands.

Nordyke & Marmon Co.

Indianapolis (Estab. 1851) Indiana

(Sixty Years of Successful Manufacturing)

The Victorious Marmon Won

Cobe Cup	Wheeler & Schebler Trophy
200 Miles—163½ Minutes	200 Miles— 166⅓ Minutes
Wheatley Hills—Van'bilt	Atlanta Speedway Trophy
190 Miles— 190 Minutes	200 Miles 182½ Minutes
Atlanta A. A. Trophy	Los Angeles— Class 3 C
120 Miles— 107 Minutes	100 Miles— 85⅓ Minutes
Los Angeles—Two Hours	Los Angeles Grand Prize
148 Miles— 120 Minutes	100 Miles— 76⅓ Minutes

And a number of other Long Distance Events

LICENSED UNDER SELDEN PATENT

A guarantee against eye-glass breaking, dropping, mislaying.

Ketcham & McDougall Automatic Eye-Glass Holder

Our name on the back is a guarantee of quality.

KETCHAM & McDOUGALL
PATENTED
NEW YORK

The only practical safeguard for your glasses when not in use—works automatically.

Saves cost of new lenses many times over.

Be careful to see that *our name* is on the back—it guarantees our holders against defect of any kind. We have been in business nearly 80 years. Our guarantee means something.

Sold by Jewelers and Opticians, or by mail, 50c. up.
CATALOG OF 52 STYLES FREE
KETCHAM & McDOUGALL
17 E Maiden Lane, New York

(*Continued from page* 802.)

show that better than 130 miles an hour has been accomplished, but it remains true that the best average for a real road race over long distances is quite near to only one-half that distance. An explanation is also given by *Motor* as to the drop in speeds after 1908. Since that time races "have been restricted to stock chasses."

Road races since 1895 have varied in length from 50 miles to 1,720 kilometers. A fifty-mile race was run on the Merrick Road in 1900, and the 1,720 kilometer race is France from Paris to Versailles in 1896. A kilometer, it may be stated, is ⅝ of a mile. The Vanderbilt Cup race of 1905 was over a course of 233 miles. The course for this race has since remained about the same, with variations of a few miles only.

THE SAVANNAH RACE

The race at Savannah for the Grand Prize of the Automobile Club of America will be run on November 12. The course is about eighteen miles in length. This is an international contest. Several European countries participate in it. It is believed in some quarters that the record will be broken this year. The contest is free to all and no limitations are imposed as to the size of motors, nor are restrictions made as to weight, dimensions of cylinder, etc. One condition only is imposed. This is that all cars shall conform to the ruling of the committee as to safety requirements. Because of these conditions, it is believed that, while the entry list will be smaller than for the Vanderbilt Cup, greater safety will be secured. In the Vanderbilt race cars were limited to sixteen inches of piston displacement. Several contestants for the Vanderbilt Cup will take part in the Savannah race. The day before the Grand Prize is run there will be a contest by small cars. In this event a writer in the New York *Evening Post* says that no less than thirty cars will compete for two of the trophies. Of the Savannah course the writer says:

"This season the course will be somewhat different from that of 1908. By omitting the White Bluff road and Montgomery cross-road section on the western side, and the Thunderbolt road, the circuit is shortened several miles. In 1908 there were two separate circuits for the light and heavy car races, which courses coincided in part. As now arranged, the same course will be used for both contests.

"The official grand stand and starting-point will be on Waters road, near the northern extremity of the circuit, and cars will run south along a smooth, straight stretch for about four miles to the first double right-angled turn at Montgomery crossroad, and south into Whitefield Avenue and Montgomery road. A few miles further on, a 'hairpin' with a wide turn is formed, swaying the cars back in the opposite direction along beautiful Ferguson Avenue for about five miles. Continuing on this section of the old course, there is a snaky turn northward into La Roche Avenue, which has a few slight curves, into the old Skidaway road, making a right-angle turn west into Dale Avenue for a couple of miles. Switching off at a wide turn to the south again, the cars shoot into the home stretch."

BUSINESS IN FOREIGN CARS

French makers report an increase in the exportation of their cars. At the end of August, 1910, their exports for the year

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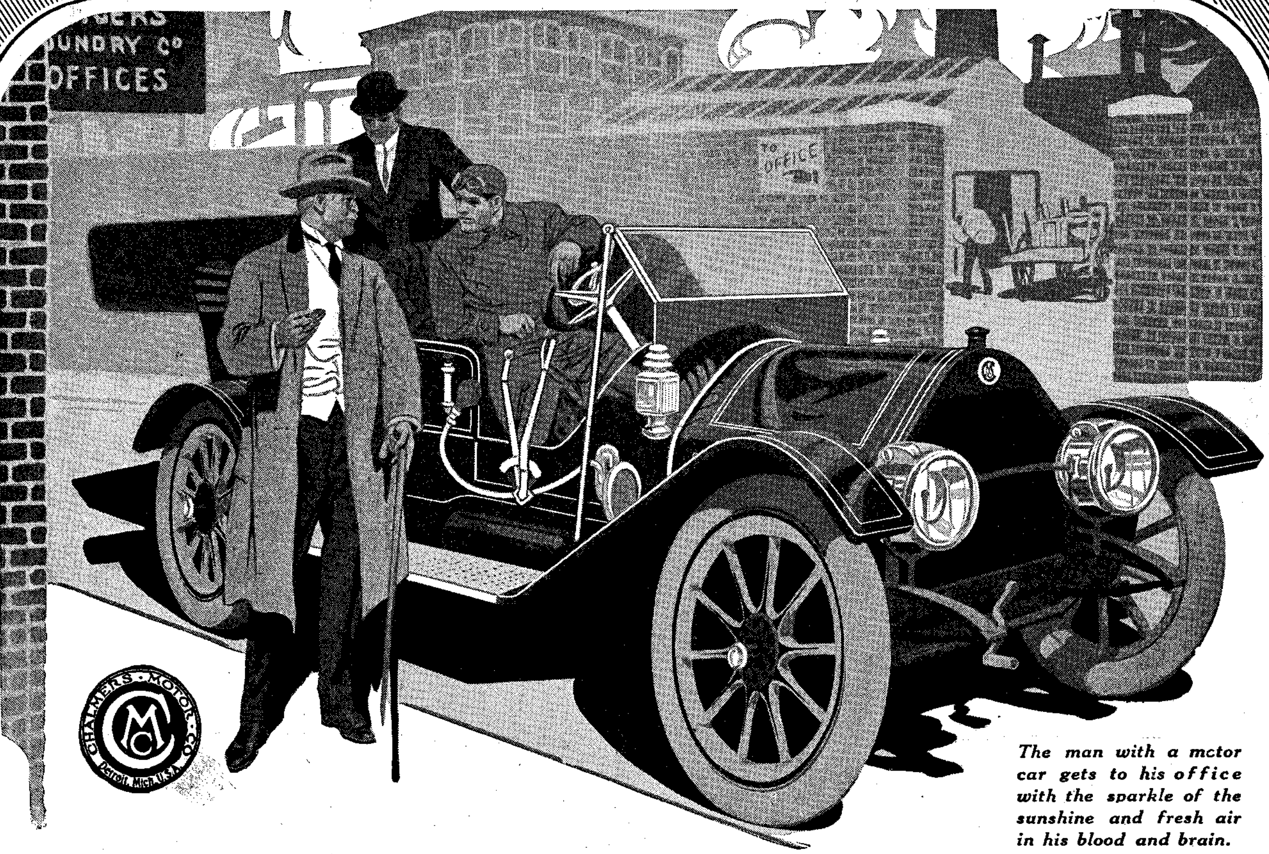


The man with a motor car gets to his office with the sparkle of the sunshine and fresh air in his blood and brain.

You're Paying for a Motor Car

You may think you don't *want* a motor car. But there isn't any question about your *needing* one.

If you need a car you are paying for it. Paying in the time that a car would save you. In the opportunities that get away. In the fresh air and recreation which now you do not get.

Whatever we really need we pay for, whether we actually own it or not. You could get along without an overcoat this winter, but you would pay for one with discomfort and bad colds.

The motor car didn't create its demand after it arrived. The demand has been waiting for forty centuries.

When the steamship, the railroad and trolley took care of the problem of public transportation, the world took a long step ahead.

When the automobile took care of the problem of individual transportation, the world took another long step ahead.

How the Family Benefits

Head of the Family:—Going to and from business in fresh air. Making business calls. Entertaining customers and business associates. Tours in the country. More knowledge of the country. Mental and physical exercise of driving. Good appetite—better digestion—better humor—better health. Prestige.

Wife and Daughter:—Social calls. Entertaining. Plenty of fresh air to drive away "nerves." More time with husband and father.

Sons:—Educative value of understanding and caring for a wonderful piece of machinery. Training of mental and physical faculties in driving. Clean, fresh air recreation and decent entertainment in company of other members of family.

The man with a motor gets down to his business in the morning quickly, cleanly and with gladness—the sparkle of the sunshine and fresh air in his blood and brain.

He is able to take up his business problems with clearer vision and greater energy than the man who has been worried and doped by the rush and jam and the bad air of a crowded car.

At noon he can use his car to entertain a business associate with a ten mile ride to a pleasant luncheon place. He can send it out in the afternoon to entertain guests while he goes ahead with his business.

After the day's work, he drives home again; arrives with weariness and worry air-sprayed from his brain; with a keen appetite and good humor for dinner.

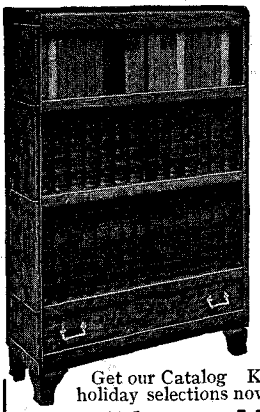
In the evening he may use his car for a spin into the country with family and friends.

The man with the motor car lives a fuller life than if he didn't have one. He has more experience—more sensations. He lives twice as long in the same length of time as the man who hasn't a car.

There are many good cars made nowadays, and any good car is a good investment. Yet we honestly believe that Chalmers cars offer the best value for the money of any on the market. We ask you to see the Chalmers before you buy. Compare them with others. Comparison has sold more Chalmers cars than all our advertising. The new models are now on exhibition at all dealers' show rooms. We have a brand new catalog "BK"—write for it.

Chalmers Motor Company (Licensed under Selden Patent) Detroit, Mich.

Weis Filing Appliances
ARE ESSENTIALS TO
SYSTEMATIC OFFICE WORK



THE NEW SLIDE DOOR SECTIONAL BOOKCASE gives more lasting satisfaction and costs less than other cases.

☞ This stack 50 in. high. Plain Golden or Weathered

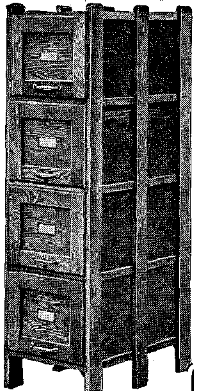
Oak $12.80
Delivered.

Two metal framed glass doors slide freely in Steel lined grooves.

Quality, Workmanship and Finish are not sacrificed for the low price.

Get our Catalog K. D." and make your holiday selections now.

Weis Vertical Letter File
HOLDS 20,000 LETTERS



REFERENCE IS INSTANTANEOUS

Four dust-proof drawers roll on roller bearings, equipped with Lever Locking follow blocks. Each holds 5000 papers or an equal quantity of Clippings, Catalogs, Orders, etc.

$13.25 Delivered

is the price for either Golden or Weathered Oak. Birch Mahogany, **$15.50.**

Two and three drawer cabinets and Legal Cap and Invoice size at proportionately low prices.

Worthy of the finest office surroundings.

NINE KINDS OF DRAWERS

for filing Letters, Index Cards, Checks, Documents, Electros, Blanks, etc., are made to fit either this style cabinet or the Filing Desk shown below.

Your choice of any arrangement or selection of these drawers combined in one cabinet or desk to meet *your* special filing requirements.

Weis Swinging Stand

is shown attached to Filing Desk. A handy extension to any desk for typewriter, reference books, etc.

Very rigid. Swings easily, can be instantly *locked* where wanted.

Top 14x18in. Metal parts Black Enamel. Prepaid anywhere in U. S.

$3.50

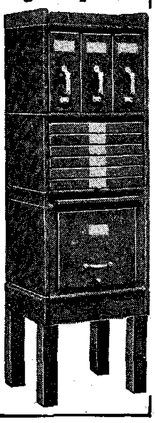
Weis Filing Desk

$22.00 Golden or Weathered Oak, Delivered.

Combines the many uses of a composite filing system containing your selection of filing drawers described above, with a handsome flat top desk.

Your papers, records, clippings, etc., are at your fingers' ends, without leaving your office chair. Top 28 x 52 in. All drawers roll on roller bearings. "A Complete Office on Legs."
Fully described in catalog "D."

Weis Little Sections for Big Purposes
—"500" LINE



A small, compact section of ample capacity for each filing requirement. You buy only the filing space you need *now*. One section starts your filing system.

Exceptionally handsome in design and finish. Quartered Oak, Golden Waxed finish and Birch Mahogany. Finished all four sides.

Twenty-seven sections with outline of their uses in catalog "D."

Freight Prepaid

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at prices quoted above to any railway station in *Light* portion of map.

Consistently low, delivered prices in *Shaded* portion quoted on request.

New Catalog "D" of Filing Appliances and Bookcase Catalog with "Filing Suggestions" free on request.

The Weis Mfg. Co.
56 UNION ST., MONROE, MICH.
New York Office, 108 Fulton Street.

(Continued from page 804.)

amounted to $23,568,800 as compared with $19,274,400 for the same period last year. The largest consumer of French cars was Great Britain, her imports of them having increased from $8,591,415 to $9,678,600. Increases are also shown by other European countries, except Spain. Brazil and the United States showed a decrease in the importation of French cars.

Reports are also at hand of the imports and exports of cars to and from Great Britain. For the month of August, 1910, Great Britain imported from all countries cars and parts for cars valued at $259,395. In the same period the exports amounted to $1,065,290. For the eight months ending on August 31, of this year, the totals reversed these conditions, being for imports $17,127,970 and for exports $7,483,220.

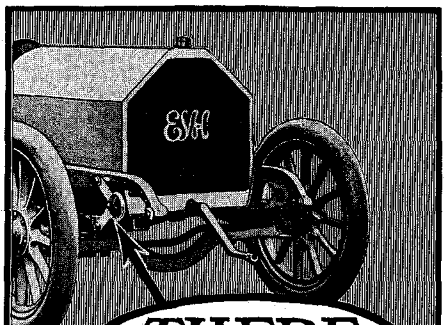
THE RUBBER OUTPUT AND FUTURE SUPPLIES

Our consuls in Brazil, Mexico, and East Africa have recently forwarded reports of rubber cultivation and shipments, a summary of which is given in *Motor Age*. From Brazil it appears that the exports to the United States in 1910 were about 2,000 tons fewer than in 1909, and 4,800 tons fewer than the exports to Europe, but here it is to be remembered that many shipments which eventually come to this country are first sent to Europe; it has been surmised that this in part is due to the opportunities offered in Liverpool for market speculation. This year's crop promises in Brazil to be "slightly in excess of the last, provided there is no increase in the sick-rate among the gatherers." At Para the receipts of rubber for the year ending June 30, 1909, were 30,062 tons and of caoutchouc 8,008 tons, making a total of 38,070 tons. For the year ending June, 1910, the combined total was 39,230 tons. From Para, Manoas, and two other Brazilian ports, in the year ending June 30, 1910, the exports amounted to 38,953 tons, of which 17,071 tons were sent to the United States.

One of our consuls in Mexico in a report on the rubber industry says the number of trees in the Palanque district is now from 9,000,000 to 10,000,000. That district has long been engaged in rubber cultivation, some of its plantations being more than twenty-five years old. Mexico has become one of the largest producers of rubber in the world. Only a small amount of this is guayule, the largest part being the standard product. The largest rubber district in the country is Chiapas. One of the first plantations to produce rubber was Le Suchiate, which covers 15,000 acres, and on which there is new planting comprizing 100,000 trees from one to four years old. Another plantation called Le Zaculapa is declared to be the largest in the world. It embraces a territory of more than twenty-nine square miles, and has about 7,000,000 trees under cultivation. Mexicans and Indians are the workmen employed, their wages being twenty-five cents in gold per day with rations. The plantation is not old, however, having been taken up in 1901, when it comprized only wild trees and others planted by former owners. In 1907 its output amounted to 40,000 pounds, in 1908 to 60,000, and in 1909 to 80,000 pounds, while this year it is expected that it will yield more than 100,000 pounds of crude rubber.

One of our consuls in East Africa states

(Continued on page 808.)

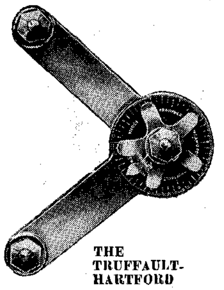


THERE IT IS!

LOOK FOR IT!

Watch the cars and you'll find a remarkably large percentage of them equipped with

THE TRUFFAULT-HARTFORD SHOCK ABSORBER



THE TRUFFAULT-HARTFORD

No car owner who once uses the Truffault-Hartford is content to ever motor without it, because he learns that it

"Makes All Roads Smooth Roads"

and that means **COMFORT** as well as **ECONOMICAL MAINTENANCE.**

The Truffault-Hartford takes up all the vibration, all the jolts and jars. The rougher the road the greater the satisfaction of having it on a car.

The advantages of it are further manifested in a decided shrinking of repair bills and tire bills.

If you *once* ride on the Truffault-Hartford, you will *never* want to ride without it. You can satisfy yourself of this before you become the permanent owner of a set. Ask us how.

TRUFFAULT HARTFORD
MAKES ALL ROADS SMOOTH ROADS

THE SIGN OF THE TRUFFAULT HARTFORD AGENCY

We can fit any car and make any car fit for any road.

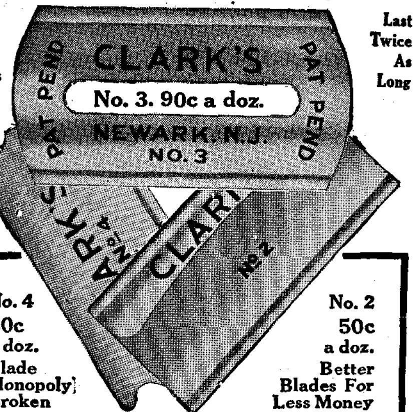
HARTFORD SUSPENSION COMPANY
137 Bay Street, Jersey City, N. J.
EDW. V. HARTFORD, Pres.

Branches:—New York, 212-214 W. 88th St.; Boston, 319 Columbus Ave.; Philadelphia, 250 N. Broad St.; Chicago, 1458 Michigan Ave.; Newark, N. J., 289 Halsey St.

Razor Blade Sensation!
Hollow-Ground Thin Blades

Fit All Best Makes

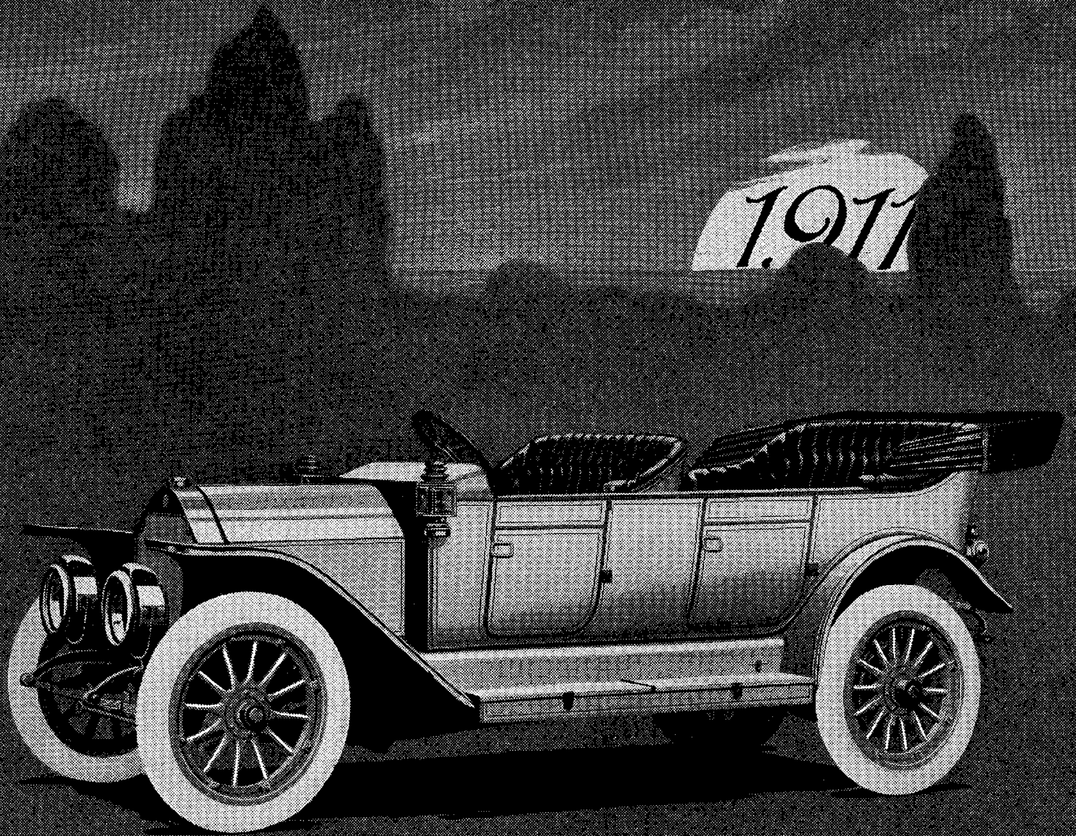
Last Twice As Long



No. 4
50c
a doz.
Blade Monopoly Broken

No. 2
50c
a doz.
Better Blades For Less Money

It is not necessary to pay high prices for unsatisfactory blades. Clark's Hollow-grinding is the master-cutler's edge that permits correct diagonal stroke, and stays sharp twice as long. Until your dealer stocks them, will mail postpaid on receipt of price and dealer's name. Satisfaction guaranteed or money refunded. DEALERS WANTED EVERYWHERE.
Clark Blade & Razor Co., 58 Summer Ave., Newark, N. J.



Model 11-F
Four-Door Touring Car
with Top $3125

"Stoddard-Dayton"

In design the most impressive car in all motordom. In efficiency and dependability not surpassed by any. Six straight years of success. This story of one "Stoddard-Dayton" is equally the story of every "Stoddard-Dayton" 25,000 miles winter and summer and the extras have cost only $37.75. Our booklet "R" mailed on request

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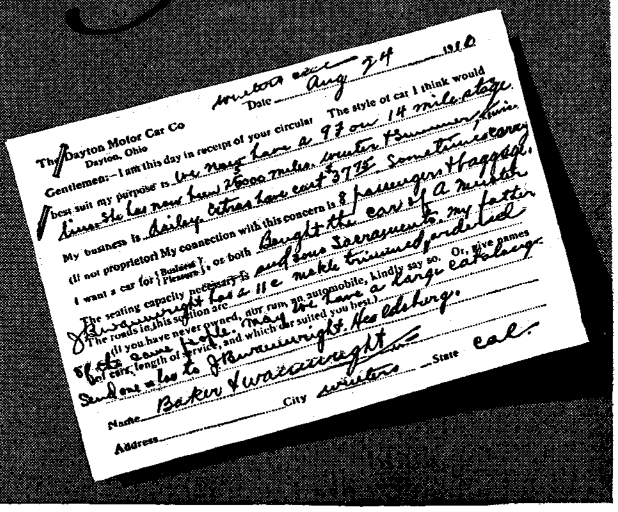
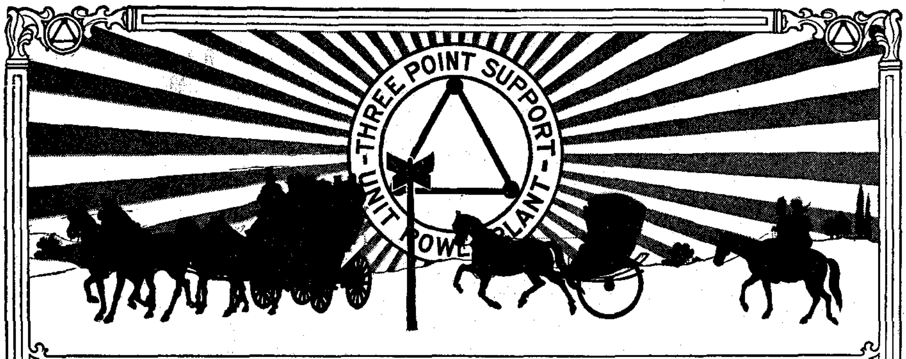
The Dayton Motor Car Company
Dayton, Ohio R



Winters Cal Date Aug 24 1910

The Dayton Motor Car Co
Dayton, Ohio

Gentlemen:—I am this day in receipt of your circular The style of car I think would best suit my purpose is We now have a 97 on 14 mile stage line. She has now been 25000 miles. winter & summer, twice
My business is daily. Extras have cost $37.75 Sometimes carry
(If not proprietor) My connection with this concern is 8 passengers & baggage.
I want a car for {Business / Pleasure}, or both Bought the car of a mister
The seating capacity necessary is and sons Sacramento. my father
The roads in this section are J B Wainwright has a 11 C make trimmed [illegible]
(If you have never owned, nor run an automobile, kindly say so. Or, give names of cars, length of service, and which car suited you best.) May we have a large catalog.
Of the same people. Send one also to J B Wainwright. Healdsburg.
Name Baker & Wainwright City Winters State Cal.
Address


THREE POINT SUPPORT-UNIT POWER PLANT

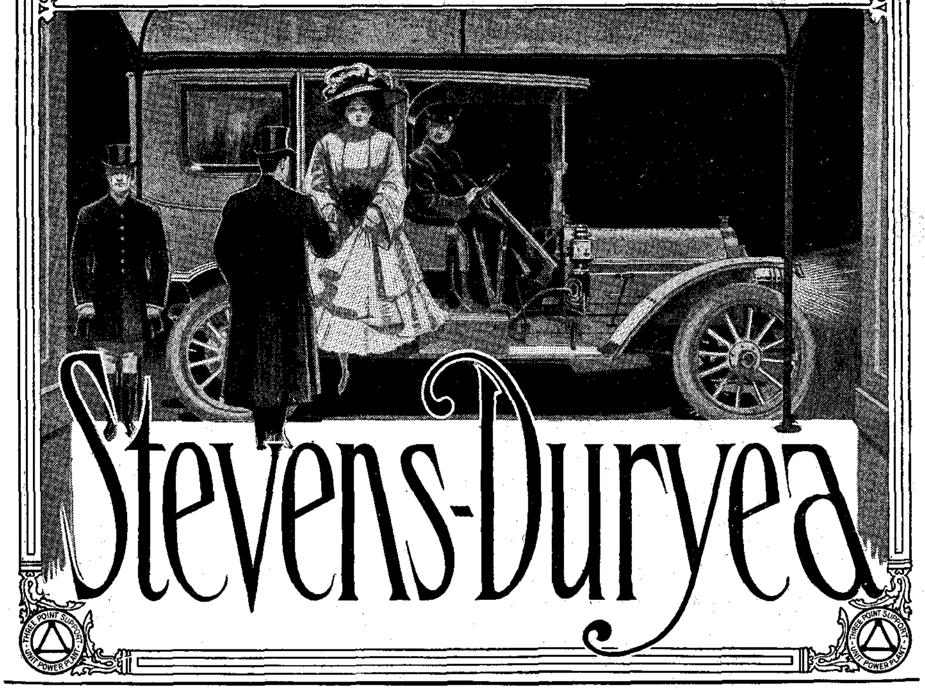
Limousine Luxury

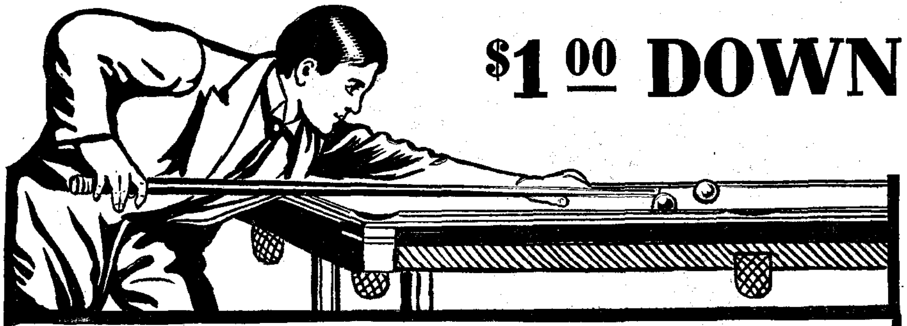
is exemplified in every detail of construction in Stevens-Duryea closed cars. From the 18th Century mode of conveyance to the modern convenience and comfort of a 1911 Stevens-Duryea Limousine is a far cry—all intervening years progressed toward our perfect result.

Our Literature is informative—convincing. Tells "How and Why." Send for it to-day

Stevens-Duryea Company, Chicopee Falls, Mass.

Licensed under Selden Patent.


Stevens-Duryea
THREE POINT SUPPORT UNIT POWER PLANT
THREE POINT SUPPORT UNIT POWER PLANT



$1.00 DOWN

BURROWES BILLIARD AND POOL TABLE

$1 **down** puts into your home any Table worth from $6 to $15. $2 a month pays balance. Higher priced Tables on correspondingly easy terms. We supply all cues, balls, etc., free.

BECOME AN EXPERT AT HOME

THE BURROWES HOME BILLIARD AND POOL TABLE is a scientifically built Combination Table, adapted for the most expert play. It may be set on your dining-room or library table, or mounted on legs or stand. When not in use it may be set aside out of the way. **NO RED TAPE—On receipt of first instalment we will ship table. Play on it one week. If unsatisfactory return it, and we will refund money. Write to-day for catalogue.**

E. T. BURROWES CO., 706 CENTER ST., PORTLAND, MAINE

(*Continued from page* 806.)

that while Mozambique has its natural resources only slightly developed, rubber has been produced there commercially for over fifty years. It is only within the past year, however, that development of the country into a great source of revenue from rubber has become probable. Of another region he writes that rubber is there produced from a vine:

> "South of the Zambesi the landolphia is a vine, sometimes of great length, and, when permitted, attaining the thickness of a man's arm. This vine is considered rubber-bearing when it reaches one-half inch in diameter and is tapped by a series of long blazes. The flow is freest at the end of the rainy season and, owing to the great difficulty of getting at the vine, whose habitat is naturally the forest, they are tapped but once a year and then bled for all there is in them. This naturally reduces the output of a forest, and where supervision of the natives is impossible the percentage of vines destroyed yearly is very great. Where the rubber is collected by organized companies, steps are being taken to restock the depleted forests, which is not difficult.
>
> "The landolphia grows well from a slip, and before the rubber-gathering season opens the idle men are sent through the forests and plant two slips to every tree that has no vine at its roots. This method of saving a forest, however, only benefits permanent holders or the state, as it takes landolphia five to ten years to reach a tapable stage. Outside of the territory covered by the Mozambique and Buzi company the collection of rubber, whether south or north of the Zambesi, is entirely in the hands of unsupervised natives who collect and sell it to the Indians on the coast. The exports of rubber from the different ports of the province during 1909 amounted to a total of 378 tons."

A correspondent of the same paper writes that in Guanajuato, Mexico, "another practical and very extensive source of crude rubber was recently discovered," in the palo amarillo tree, which grows wild on the Pacific coast extending inland toward the interior. A plan to manufacture crude rubber from the sap of this tree has recently been established by a company, of which David E. Thompson, of Lincoln, Neb., who was formerly American Ambassador to Mexico, is president. The writer of the article says further:

> "The palo amarillo tree bears no resemblance to the guayule shrub, from which large quantities of rubber are being manufactured in northern Mexico and southwestern Texas. This tree also is of a different species from the rubber tree of the tropical regions of Mexico and other countries. It attains a height of about thirty feet. Its trunk gets to be of a thickness of one to two feet. The tree is of rapid growth, reaching a commercial size in five years. It is tapped in a manner similar to that of the rubber tree and produces a large flow of caoutchouc fluid at each tapping. It is stated that the tree will stand several years' constant production without being injured. The fluid contains an average of 10 per cent. of rubber and 25 to 40 per cent. of resin, the latter product being of value for various purposes.
>
> "The plant of the Palo Amarillo Mexican Crude Rubber Co. which is now in operation at Empalme de Gonzalez has a daily output of two tons of crude rubber. This rubber sells at present for about $1,000 gold per ton. The cost of manufacturing the rubber, including the expense of tapping the trees and gathering the sap, averages about $350 gold per ton. The company recently received from the United States the machinery for five more

coagulating plants. Four of these will be erected in the state of Guanajuato and the other one at Zamora, state of Michoacan. Additional plants will be erected by the company from time to time as it increases its holdings of palo amarillo trees. It is a close corporation and has made no public announcement of its plans.

"The news that the palo amarillo tree is being utilized for the manufacture of crude rubber has caused a number of independent concerns to enter the new field of industry, to the extent that they are actively purchasing all the available tracts of trees in the territory that has not been invaded by the pioneer company. It is expected that a number of independent rubber-manufacturing plants will be established during the next few months, and that it will not be a great while until the palo amarillo industry will rival that of guayule rubber, in which more than $65,000,000 gold has been invested during the last few years.

"The experiments which led to the discovery that the palo amarillo tree contained caoutchouc properties were made by chemists under the direction of the National Medical Institute of the City of Mexico. Dr. Henry H. Rusby, dean of the college of pharmacy of Columbia University, also made three trips to Mexico for the purpose of investigating the tree and analyzing its product. The patent for the process by which the milky fluid of the palo amarillo tree is coagulated and converted into crude rubber is held by James M. Saunders, a chemical expert of the Mexican government.

"The grade of the rubber that is manufactured from this tree is said to be equal to that of the Para tree product. The output of the factory that is now in operation at Empalme de Gonzalez is shipped direct to New York, where it is put through the refining process."

THE FIRST TASTE

Learned to Drink Coffee When a Baby.

If parents realized the fact that coffee contains a drug—*caffeine*—which is especially harmful to children, they would doubtless hesitate before giving the babies coffee to drink.

"When I was a child in my mother's arms and first began to nibble things at the table, mother used to give me sips of coffee. As my parents used coffee exclusively at meals I never knew there was anything to drink but coffee and water.

"And so I contracted the coffee habit early. I remember when quite young the continual use of coffee so affected my parents that they tried roasting wheat and barley, then ground it in the coffee mill, as a substitute for coffee.

"But it did not taste right and they went back to coffee again. That was long before Postum was ever heard of. I continued to use coffee until I was 27, and when I got into office work I began to have nervous spells. Especially after breakfast I was so nervous I could scarcely attend to my correspondence.

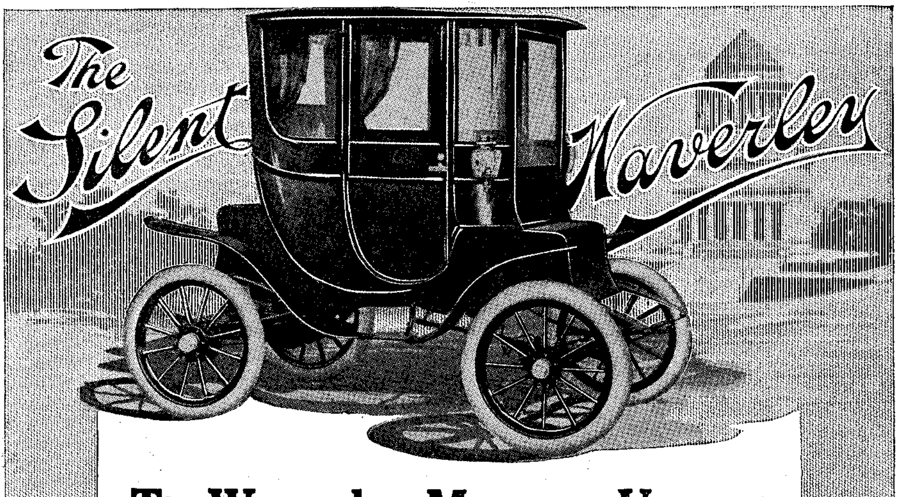
"At night, after having coffee for supper, I could hardly sleep, and on rising in the morning would feel weak and nervous.

"A friend persuaded me to try Postum. My wife and I did not like it at first, but later when boiled good and strong it was fine. Now we would not give up Postum for the best coffee we ever tasted.

"I can now get good sleep, am free from nervousness and headaches. I recommend Postum to all coffee drinkers.

Read "The Road to Wellville," in pkgs. "There's a Reason."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.



The Waverley Means the Utmost in Economy-Efficiency-Ease

In no other electric are these three essential qualities, with surpassing beauty of design, so well developed.

For in the Waverley the herring-bone gear is used. And tests recently made at the works of the Westinghouse Electric Company demonstrated that this gear developed 98.7% of power efficiency, with a saving of one-seventh in the friction.

A noted gear expert, writing in the "American Machinist" last July about different types of gears, placed the herring-bone gear, used in the Waverley Shaft Drive, at the very top of the list in efficiency, and stated that gears connecting parallel shafts, as in the Waverley, are the most efficient.

The wondrous ease of riding which distinguishes the Waverley is due to the extra heavy full elliptic springs used. You can readily see the superiority of these as shock-absorbers over half or three-quarter springs. And that means more comfort, longer tire-service and less wear on the car-body.

A demonstration of the Waverley is all that is needed to prove its leadership in the electric field. And there is a Waverley representative in your locality who is anxious to make this demonstration.

We will gladly arrange for it on request, and will also forward our beautiful Art catalog, showing all our models.

EXIDE, WAVERLEY, NATIONAL OR EDISON BATTERY

We are now delivering strictly 1911 Models

THE WAVERLEY COMPANY
147 S. East Street Indianapolis, Ind.

9/10s OF ALL IGNITION TROUBLES ARE CAUSED BY

wrong magneto lubrication. Highest priced cylinder oils are not good enough for even the cheapest magneto. *All* cylinder oils are mineral oils. They gum, clog *delicate* action points—bearings. Clogged bearings start 9-10 of all ignition troubles. Ask any maker of any magneto or commutator.

THREE IN ONE
3 IN ONE
CLEANS POLISHES
PREVENTS RUST
LUBRICATES
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GUNS
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TALKING MACHINES
RAZORS & STROPS

USE 3 IN ONE

a clear oil compound of highest known quality. Best lubricant for delicate mechanisms, speedometers, commutators magnetos. Won't heat up even at 5000 revolutions per minute. 8 oz. bottle, 50 cts.; 3 oz., 25 cts. Trial Size, 10 cts. *Send for free sample today.*

3 IN ONE OIL CO., 18 Broadway N. Y.

SURPLUS Funds, when invested in our Doubly Secured Certificates, draw 6% interest, are secured by First Mortgages on Real Estate and will be

CASHED ON SHORT NOTICE

Write for booklet "E"

CENTURY BANKING CO.
JACKSON, MISS.

THE BANK THAT PAYS SIX PER CENT ON DOUBLY SECURED CERTIFICATES

HIGH-CLASS CARS NOT OVER-PRODUCED

E. R. Thomas, a well-known maker of cars, writes in *American Industries* of over-production of high-class cars. He claims that there is none. No manufacturer of the first rank need to have any fear of the future "as long as his business is conducted on conservative lines." He believes that at present "there is absolutely no fear of an over-production of high-class cars." The reason for this faith is that, when a new man starts in the business he usually has limited capital and experience and always begins with a cheap grade of car, so that "the chances are eight to ten against his being successful." The only trouble in the trade Mr. Thomas can foresee will be "the failure of this particular class of manufacturers." He has been in close touch with makers of high-grade cars and each says, "There is a greater demand this year than during any previous year." His own company "has actually twice as many bona fide orders for 1911 machines as at the same period in any previous year." The industry is really in its infancy still. Within a few years the production of cars for commercial and individual uses will be "more than doubled." As to extravagance in cars, he has this to say:

"Statistics prove that there are, in 1910, 704,000 families in the United States having an income of from $3,000 to $6,000 a year. There are 220,000 families having an income of from $6,000 to $15,000 a year, and 43,000 families have an income of from $15,000 to $60,000 a year, with 7,000 families with incomes greater than $60,000.

"In making my statements, I do not apply them to the small percentage of extravagant, intemperate and reckless people who use motor-cars, but to the rational and reasonable people, who, in my opinion, constitute ninety-five per cent. of the automobile users, who are not extravagant, who do not drive recklessly or madly, who do not mortgage their houses, who do pay their debts, who are moderate and temperate and who are going to continue to do what they can afford to do, and they will continue to drive motor-cars.

"Any one having an income of $6,000 or more should be able to afford a motor-car, and many of those earning less can well utilize a car. It is a pity that those nearest the $3,000 mark—provided they are conservative and economical—can not own a machine costing from $1,000 to $1,500. Estimating five persons to each of these 704,000 families, these cars would give pleasure to 3,520,000 persons, and to a million more of lesser income who might ride occasionally as guests.

"I unhesitatingly assert that the expenses of the automobile, driven rationally and reasonably by the owner, do not necessarily add one cent to his yearly expenses. If he can not afford to assume an additional expense, the money will come from other expenses which he will curtail.

"Money spent for little extravagances will be saved and the health improved and the general welfare of the family better preserved. The reduction of doctor bills alone will cut no small figure in the saving. Taken for the whole family, there is no cheaper way to secure health and happiness than through the automobile.

"A great hullabaloo has been raised because the automobile is diverting trade from speculation, the purchase of jewelry, millinery, and has taken money from saloons and resorts. In doing so, it is doing much to unite families, parents and children, in their recreations and pleasures.

"If it is necessary to retrench in order to have an automobile, it is no serious matter if the lady buys fewer hats and gowns, and the

Caruso
Melba
Schumann-Heink
McCormack
Martin
Tetrazzini
Sembrich
Calve
Gadski
Gerville-Reache
Homer
Scotti
Farrar
Journet

Caruso, the greatest of all tenors
McCormack, the greatest Irish tenor
Martin, the greatest American tenor
Dalmores, the greatest French tenor

Scotti
Sammarco the greatest Italian baritones
Battistini
Ruffo
de Gogorza, the greatest Spanish baritone
Renaud, the greatest French baritone

Schumann-Heink, the greatest of all contraltos
Homer, the greatest American contralto
Gerville-Reache, the greatest French contralto

These famous artists—universally acknowledge *the* greatest, and commanding the highest salarie —make records *only for the Victor* because *onl the Victor* brings out their voices as clear and tru as life itself.

And be sure to hear the Victor-Victrola

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Melba, the greatest of all sopranos
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husband buys fewer cigars and drinks, or if they spend less time at fashionable resorts, which entail the expenditure of months of time and much money in preparation for social events.

"Compare the amount of money spent for American automobiles with the amount spent for the importation of millinery, laces and jewelry, and of wines, liquor, and tobacco, and other extravagances that occasion no comment. The sum spent for automobiles pales into insignificance. And this money goes for the most part to pay for highly skilled American labor."

Mr. Thomas contends that no parallel exists between motor-cars and bicycles. He was a maker of bicycles for a number of years and "passed through the critical period of that business." Great benefits resulted to the health of people, but the bicycle had one great defect in not being "a social promoter." Every rider had to work his way in dusty and dirty conditions, and society with his fellows was impossible on the road. He says further:

"At its height there were two million horse vehicles made annually, and over 1,100,000 were for the transportation of individuals, and, in my opinion, it is not unreasonable to expect the production of automobiles eventually to reach 500,000 a year, including commercial vehicles, estimating that one automobile will do the work of four horse vehicles and also considering the rapid increase of wealth and population of the country. Motor-cars are developing every year. The past two years have seen a greater advance in mechanical features—not apparent to the naked or uneducated eye perhaps, but still real—than almost any other period in its history. These improvements have made possible the cars that are so free from vibration, so quiet, so steady of operation, so flexible that the use of gears may almost be done away with, cars that run from two to sixty miles on high gear and travel in crowded city streets and over rough and hilly roads equally easy, avoiding the necessity of ever rushing at breakneck speed to surmount a hill without the need of shifting gears."

THE CAR AND THE HORSE

A continuation of tests of efficiency in a motor-car, as compared with a horse and buggy has taken place since note of them was made in these columns several weeks ago. The figures continue to show results decidedly in favor of the car. *Motor Age* reports that "the proportion of cost for a passenger mile by motor is less than one-half the cost of horse travel under identical conditions." For the purpose of this contest a four-cylinder car was provided and a sound road horse with buggy. Judges had been appointed by the American Automobile Association in order that the makers of the car might have no control over the contest. The first day's test was made entirely within the limits of New York City, the second on the eastern end of Long Island, and the third in New Jersey. Following is a table of results:

FIRST DAY

	Motor	Horse
Mileage	67.4	28.8
Cost	$1.00	$.95
Cost per mile	.014	.032
Per passenger-mile	.007	.016

SECOND DAY

	Motor	Horse
Mileage	76.1	35.5
Cost	$.92	$.95
Cost per mile	.012	.027
Per passenger-mile	.006	.013

THIRD DAY

	Motor	Horse
Mileage	76.3	31.2
Cost	$1.12	$.95
Cost per mile	.014	.03
Per passenger-mile	.007	.015

In arriving at these figures of cost, the up-

REPUBLIC TIRES

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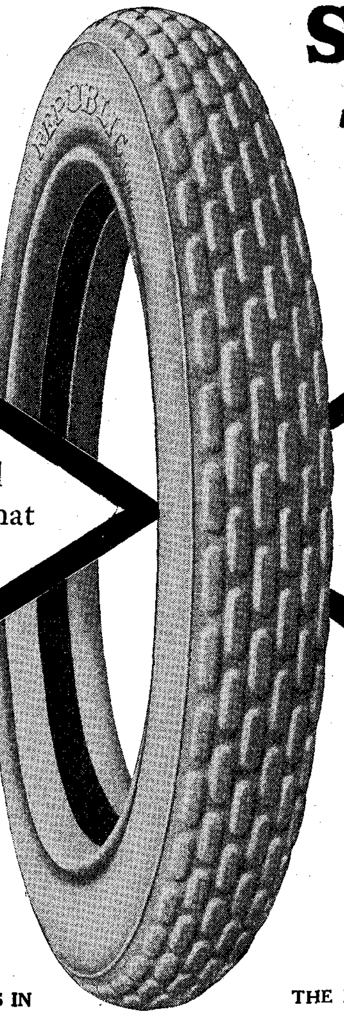
Pat. Sept. 15-22, 1908



The "Staggard Tread" is the only non-skid tire that combines—resilience in forward motion,—sufficient traction to prevent slipping on the start or in hill climbing,—and a "safety grip" that positively prevents skidding.

The Republic Staggard Tread Tire is really two tires in one as the big, solid rubber studs that form the staggard tread are equal in thickness to the tread of any ordinary tire.

The Motorists Safeguard

Staggard Tread Tires are the most economical—not in first cost but—in the safety from accident they insure, and—in the length of service and satisfaction given.

Write for Our Book

"THE TIRE PERFECT"

which deals in plain statements instead of generalities—tells why Republic Staggard Tread Tires are safer, give more and better service, and are more economical than any others.

The Tire Perfect

The Republic Rubber Co. Youngstown, Ohio, U. S. A.

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"Good Samaritan" Hot Water Bottle

Fits Every Spot
Soft as a Pillow

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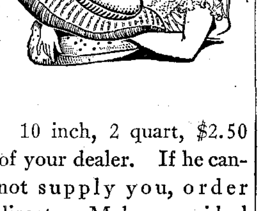

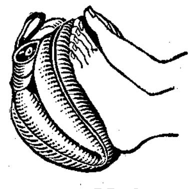

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Walpole Rubber Co.

185 Summer Street Boston, Mass.

Canadian Office: Eastern Township Bank Bldg., Montreal

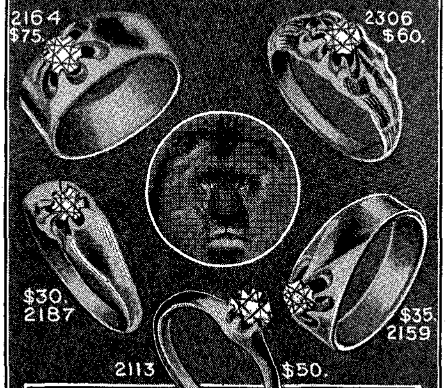
keep of the horse was estimated from the retail prices of hay and oats actually paid for on the route. The same was true as to gasoline and oil purchased for the car. The car was kept within speed limits. It is to be noted, however, that these reports take no account of the investment in a car as compared with that in a horse and buggy; nor is any allowance made for the difference in the cost of repairs.

LEFT-SIDE CONTROL

Morris A. Hall has been writing for *The Commercial Vehicle* a series of papers dealing with the desirability of left-side control in commercial vehicles. In the October number he cites several operative reasons why left-side control "makes for vehicle efficiency," not only in trucks and delivery wagons, but in taxicabs. For the small-parcel wagon such control is "ideal." He says in the course of this article:

"With the driver located at the left side, away from the curb, the delivery boy would be placed on the curb side or right side, toward which all deliveries will made be. Sorting the parcels as the car is driven between stops, the boy will have the parcel or parcels ready before the house is reached, so that he can jump off even before the stop is made, being half-way toward the house before the vehicle is really at a standstill. Similarly with his seat located on the right side, the same boy can call to the driver to start, and catch the car and swing into his seat before the car has gained headway, no matter how rapidly it may accelerate. This, too, is a matter in which the motor-vehicle is not now able to compete with the horse-wagon, for just this reason, the horsed wagon is driven from the left side, so as to leave the right side free for the delivery boy to operate as described. Why not fight fire with fire, and compete

DIAMONDS ON CREDIT



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with horses upon their own lines of greatest efficiency?

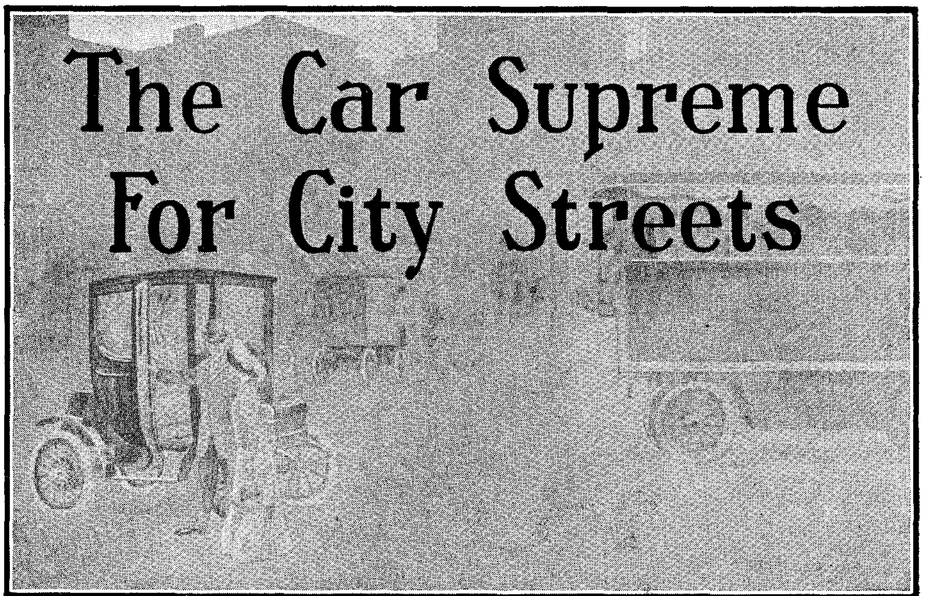
"A light delivery wagon, too, must maneuver rapidly, turning quickly around corners, etc., reducing the delays and lost time to a minimum, in order to make up for the time lost in stops, in which the horse has the advantage. Now, one thing that is specifically claimed for left-side control is that turns to the right may be made with equal facility as with right-side control, while turns to the left are made more easily, more quickly, and with less danger of accident, due to the ability of the driver to look back and see overtaking pleasure vehicles, horse-drawn trucks, or cars.

"The same obtains with only one man, a combined driver and delivery man, both driving the wagon and delivering the parcels. In stopping the wagon, the driver can not jump off and on as could the extra boy, for one time he must stop his wagon and the other he must start it. But in all other respects the two cases are parallel. The driver can stop, seize the parcel, and jump out on the curb side much more readily than could the driver of a right-side controlled car, on which the driver must get out on the left side, into the middle of the street, thence running around the car to make the delivery, running around it again to get into the seat, which can only be done from the left side.

"While the foregoing general reasons and, in fact, nearly all of those applied to the light delivery wagon apply with equal force to the cab, whether for private or public service, there are a number of reasons peculiar to this service which make the left-side control particularly desirable. In the use of a cab by several passengers the extra fare must sit on the front platform with the driver. If this driver's position be on the right, the fare is placed on the left, and can only get out or off the cab by stepping off on the road side, which road may or may not be muddy. Further, in order that the driver get out of his cab to attend to anything, he must get out on that left side across or over the passenger, or else he must ask the passenger to get out first. An additional reason for the left-side control in taxicabs is the trunk-carrying space. Now with the driver on the right side, the trunk must be on the left, in which position it must be carried around the cab both loading and unloading. Trunks are usually loaded heavily so that this carrying of a loaded trunk around a car twice, and both times unnecessarily, is no laughing matter.

"Like a delivery wagon, a taxicab must maneuver readily and quickly, depot streets being closely packed with vehicles and usually narrow, too. For this very purpose designers of cabs have made wheelbases short and steering-locks large, sometimes, too, at some sacrifice of comfort in riding, yet right up to now the matter of making the maneuvering more easy by placing the driver where he can see the most and thus maneuver the easiest has been very generally overlooked.

"On heavy trucks some of the advantages mentioned in the foregoing as merely incidental, become of first importance. Thus, in the matter of long material, as structural iron, it becomes a positive necessity to have but one driver's seat, using the space of the other for extending the load forward. In such a condition, it is almost foolish to ask which position of control would be the better, for the left-hand position has so many advantages and so few disadvantages that no argument is possible. This is why such trucks are usually built with left-side control. Again, nearly all heavy truck loads are bulky; if the load is not, the body is, which amounts to the same thing. With the driver on the left, it is possible at least to see approaching vehicles on the road ahead, and overtaking vehicles on the road behind. This can not be said of right-side control under similar circumstances."



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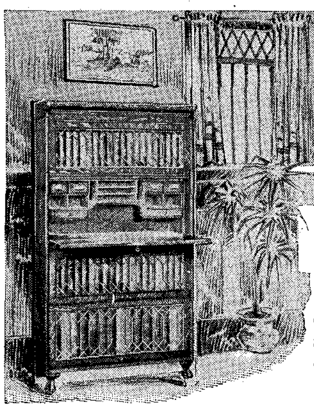

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A GUIDE TO THE NEW BOOKS

(*Continued from page* 799.)

conflagration," including the charred ends of beams and pillars, and there are tablets bearing evidences of having been subjected to tremendous heat. Everything, in fact, tells of "an overwhelming tragedy." That the palace was plundered is shown by the absence of precious metals and bronzes; these having been abstracted before the torch was applied to the edifice. Mr. Baikie's volume will prove excellent reading to every student of ancient culture.

Brown, Alice. John Winterbourne's Family. Pp. 454. Boston and New York: Houghton Mifflin Co. 1910. $1.35 net.

Miss Brown has made John Winterbourne an interesting, irresponsible, lovable character, but we do not pretend to understand him or his motives, perhaps because her method is less direct than usual. When John gave his wife, Catherine, three-fourths of all he had and she went abroad with Celia, the adopted daughter, he retired to Clyde, let the aged "Lyddy" keep house for him —when she felt like it—read Theocritus with his poet-friend, Jim Lovell, went clamming with Dwight Hunter, and told delightful stories to the five neglected children of a suffragette neighbor, whom he called "Mrs. Jellaby." His stories are delicious in their humor and scarcely veiled truth.

Without warning, Catherine, who has wasted all her money, invades this masculine paradise, bringing Celia and her recently discovered sister "Bess"—the best character in the book. There are many complications, and the readjustment of the family and love affairs of the young people make an interesting but not convincing story. There are some good theories on making the best of bad bargains, and a strong light is thrown on the inadequacy of that which is wholly artificial. Parts of the book will repay thoughtful reading.

Bush, Bertha E. A Prairie Rose. Illustrated. 12mo, pp. 305. Boston: Little, Brown & Co. $1.50.

Chambless, Edgar. Roadtown. 12mo, pp. 172. New York: Roadtown Press, 150 Nassau Street. $1.35 net.

Chance, Mrs. Burton. Mother and Daughter —A Book of Ideals for Girls. 16mo, pp. 289. New York: Century Co. $1.

Chancellor, William Estabrook. Class Teaching and Management. Illustrated. 12mo, pp. 342. New York: Harper & Bros. $1.

Cleveland, Rose Elizabeth [Translated into English by]. The Soliloquies of St. Augustine. With Notes and Introduction by the Translator. 12mo, pp. 180. Boston: Little, Brown & Co. $1.50 net.

Dimock, A. W. Dick Among the Lumber-Jacks. Illustrated. 12mo, pp. 300. New York: Frederick A. Stokes Co.

Duff, Archibald. History of Old Testament Criticism. Illustrated. 16mo, pp. 201. New York: G. P. Putnam's Sons. 75 cents net.

Dyer, Walter A. The Lure of the Antique. New York: The Century Co. 1910. $2.40 net.

There is no doubt that Mr. Dyer belongs in the rank of real collectors. His book is written with enthusiasm; yet with the knowledge gained by many a battle lost and won. For in collecting the old things, defeats are more likely to ensue than victories; but both results are so much saved-up capital in knowledge, in suspicion, in deliberation, and in sureness to seize the right thing when the golden opportunity arrives. This volume is not for the specialist, but for the amateur; for those who are beginning to appreciate the real value and the forlorn state of some old bit of furniture, blue china, silver, or pewter, that is not yet safely landed in caressing hands that will insure for it a prolonged and honorable life. The excessive rarities, the impossible "finds," are not dwelt upon here, for things of such worth can find a harbor only in some museum or millionaire's palace.

What Mr. Dyer seeks to show is the way, growing harder year by year, it must be confest, of furnishing one's house with simple and beautiful things, left behind by corroding time.

To make a thoroughly practical book Mr. Dyer wisely confines himself to a consideration of such things as formed a part of the home life and household equipment of our American forefathers, either before the Revolution or immediately after it. Tho the furniture, china, or silverware were nearly all either directly imported or copied from English models, Mr. Dyer does not pursue these things beyond the sea, where the subject delves deep into the remoter questions of connoisseurship. He fancies the beginner asking such questions as: "How can I know an old piece?" "What are the essential features of it?" "How can I avoid being swindled?" "What is my old clock or my highboy worth?"

In answering all but the last of these questions one could not wish for a better helper than Mr. Dyer. And indeed he makes a brave pretense of answering the fourth also. It is only because this is the most difficult of all that one is forced to a little caution in accepting his figures. There is every evidence that he has called in expert, that is dealer's, opinion in assigning "values" to the pieces he describes and pictures. His "prices" are, doubtless, such as a reputable dealer may be justified in asking when he guarantees the genuineness of an article. But then, the pleasures of the chase do not often lead us to the "Fourth Avenue Antique Store." If good luck throw a fine specimen in our way "for a song," and we hug the conviction that we have a highboy "worth" $200, where are we to realize the value? The dealer won't pay it, for he buys in the cheap market, too; your friends no longer remain your friends when you go to make profit out of them. A thing which is not a staple in the market has the most variable of "values," as a little study of the auction room will soon teach any collectors. And this we recommend as a supplement to Mr. Dyer's valuable book.

Fitz-Gerald, John D. Rambles in Spain with map and 136 illustrations. Pp. 291. New York: Thomas Y. Crowell & Co. 1910. $3 net.

As a guide for the American traveler in Spain, or an inspiration to those who stay at home, this work is alike valuable. The author who studied for two years in the University of Madrid, wrote these letters during vacations, which he spent in traveling through the country. They give a broad scholarly estimate of the country in general, and a description of the land and the people in certain sections. The literary form of the different chapters gives a personal character to the information and an added interest to the reading—an interest greatly enhanced by the beauty of the illustrations. Old and new Castile, Salamanca, Andalusia, Granada, Zaragoza, Catalona, and Valencia—each gets a comprehensive chapter and the descriptions are fascinating and appreciative. We learn of all the points of interest, the characteristics and customs of the people, the architecture of cathedrals and other public buildings; progress in education and influences on art and literature. The general condition of

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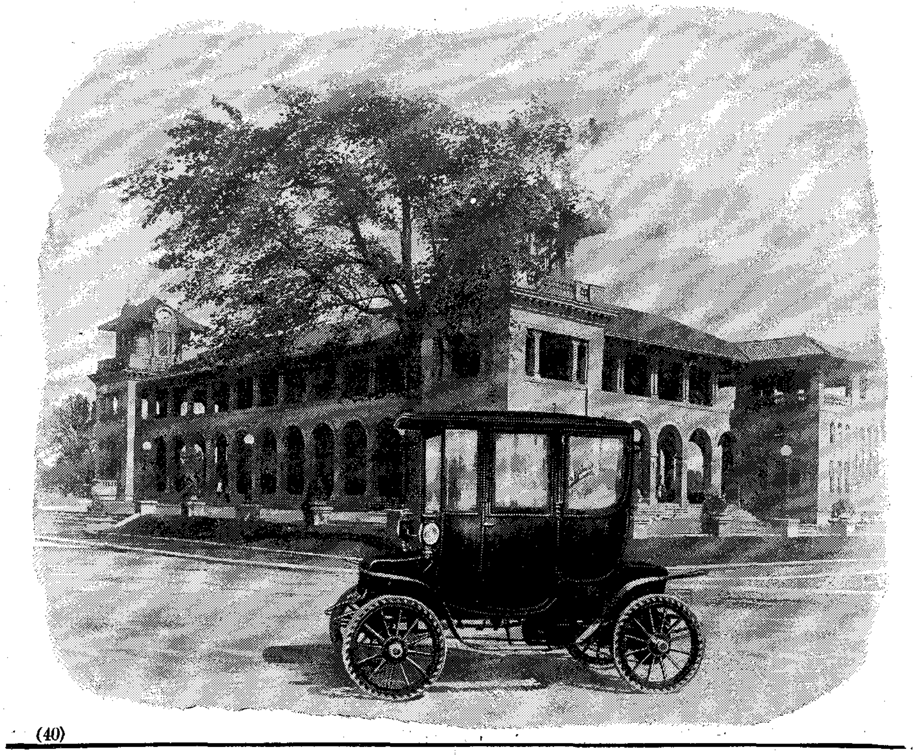

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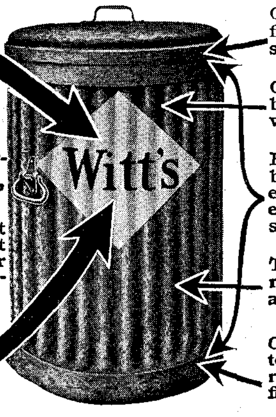

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Heavy steel bands, riveted; no soldered places to split open

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Spain seems to Mr. Fitzgerald as most hopeful, and he speaks with praise of the young King Alfonso XIII. and his efforts in behalf of his country and subjects.

Frankel, Lee K., and **Dawson,** Miles M., with the cooperation of **Dublin,** Louis I. Workingmen's Insurance in Europe. Large 8vo, pp. 480. New York Charities Publication Committee. $2.50.

This book, one of the Russell Sage Foundation Publications, is the work of three specialists. It is, in the first place, a scientific treatise on industrial insurance, and secondly, it is a collection of facts, acquired on a visit to Europe by the two collaborators and gathered from personal investigations in Great Britain, Norway, Sweden, Holland, Belgium, France, Switzerland, Italy, Germany, and Austria. The historical account here given of the introduction of workingmen's insurance against accident, sickness or death, invalidism and old age and unemployment, shows what great advances have been made in recent years by means of legislation. The voluntary insurance clubs against sickness, and the benefit societies with death and burial benefits, which antedated legislation on this subject, are next treated with figures and diagrams, in which the Odd Fellows are cited as forming a typical benefit society of this kind in England. The main text closes with a discussion of "The Tendency Toward a Complete and Connected System of Insurance for Workingmen," as illustrated by the reform projects of Germany and Austria.

The timeliness of such a work as this is as evident as the great care which has been taken to bring to light the newest and most accurate facts of a problem which must sooner or later engage the attention of American legislators. We are informed that seven States are already discussing this problem as suggesting legislation or employers' liability and workingmen's compensation. Two of the largest corporations of the country have already established compensation plans, and others are considering the advisability of following their example. The present work is likely to do much to promote a movement founded on expediency as well as justice, and will furnish a rich mine of information not only to insurance men, to legislators, and to political economists, but also to philanthropists and the employers of labor in city and State governments. Nor must we omit to mention what is one of the most valuable features of the book, namely, the 145 statistical tables with which it is, so to speak, illustrated.

Fraternity—A Romance. 16mo, pp. 265. New York: Harper & Bros. $1 net.

Furness, William Henry. The Island of Stone Money—Map of the Carolines. Illustrated. 8vo, pp. 278. Philadelphia: J. B. Lippincott Co. $3.50 net.

Grenfell, Wilfred T. Down to the Sea—Yarns from the Labrador. Illustrated. 12mo, pp. 226. New York: Fleming H. Revell Co. $1 net.

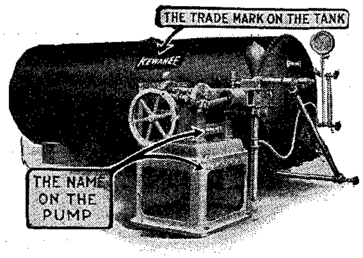
Grey, Zane. The Young Forester. Illustrated. 12mo, pp. 223. New York: Harper & Bros. $1.25.

Hamilton, Allan McLane. The Intimate Life of Alexander Hamilton. Large 8vo, pp. 483. New York: Charles Scribner's Sons.

The life of Alexander Hamilton has been written more than once, and every one knows the various successes of his career as a soldier, a statesman, a financier, and an orator. "He touched the dead bones of American finance and it sprang to life," as Secretary of the Treasury. He fought bravely as commander and aide to Washington, he was largely responsible for the production of the "Federalist." It is confidently asserted by his wife after his death that he was prac-

THE KEWANEE SYSTEM OF WATER SUPPLY

What the Kewanee System Means to the Inexperienced Man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KEWANEE
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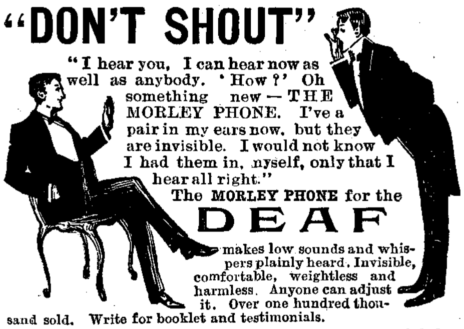

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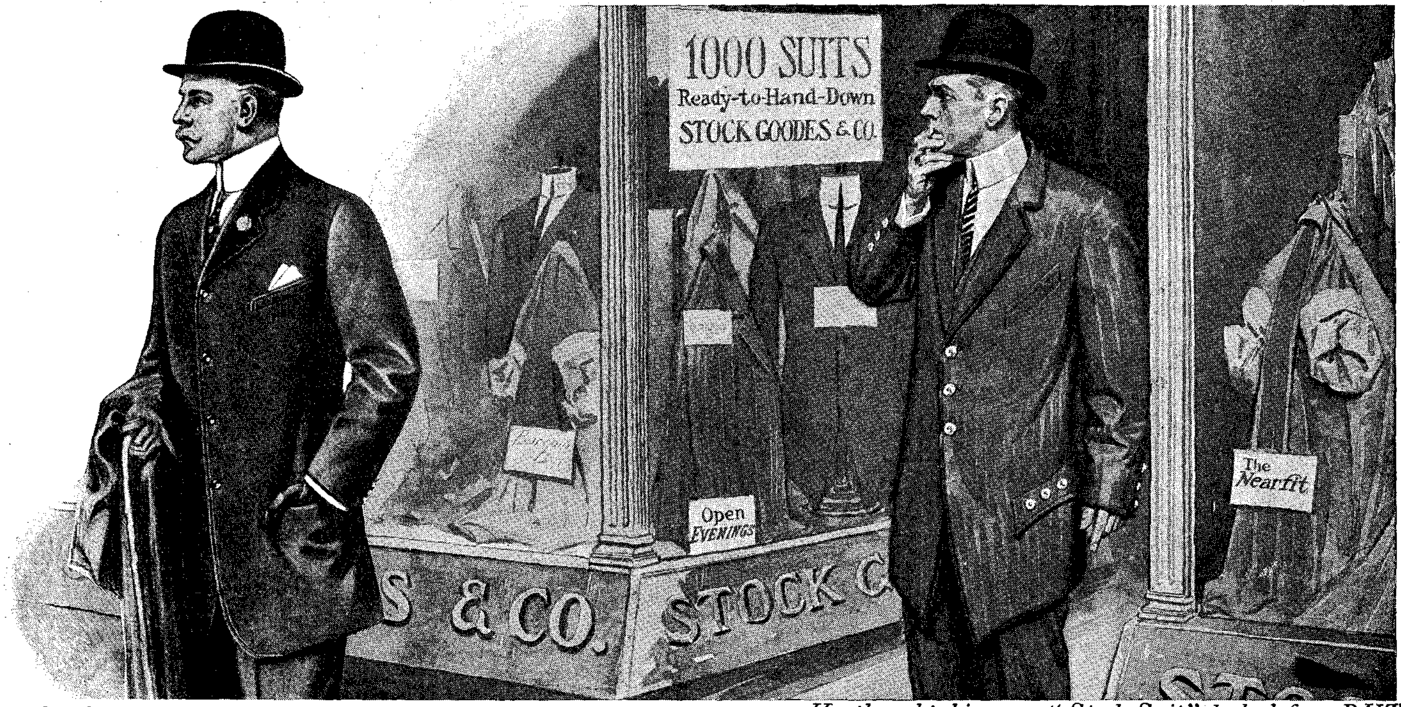

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tically the author of Washington's "Farewell Address." He owes some of that glorification of his memory, which still lives, to his death by the hand of Aaron Burr, a man whose course of life was marked by "flagrant trickery and conscious immorality." But while these facts are public property, the grandson of this conspicuous figure among a group of distinguished men has here undertaken to reveal all that could possibly be learned from extant documents of the real and intimate life of Alexander Hamilton. The author of this volume even lays bare things that, it is generally considered, may be suppress without sacrificing truth, such as the blackmail business. With the assistance of Gertrude Atherton, who has written two brilliant novels whose scene is laid in the times of Jefferson and Burr, he vindicates the circumstances of Hamilton's birth in the West Indies, and gives a lifelike picture of the animosities and slanders with which he had to contend in later life. We confess that the minuteness of the work, altho it argues a conscientiousness worthy of its subject, seems to us to exceed the limits of historic necessity when we find a whole page given to a facsimile of one of Hamilton's boyish Greek exercises and another to a photographic reproduction of the open case of flint-lock dueling-pistols which figured in his meeting with Burr. It occurs to us that too much space is given to the authorship of Washington's "Farewell Address." Such public speeches are seldom wholly the production of those who deliver them. Much more important and interesting are the letters, many of them never before made public, which illustrate the home life of Hamilton and the real attitude he took on many ques-

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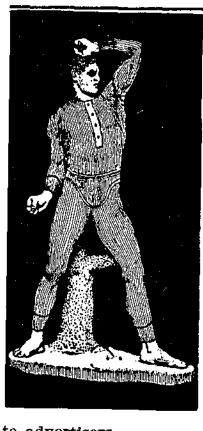

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tions wherein he has been misunderstood or misrepresented. We have a very definite impression that the subject of Trumbull's bold and characteristic portrait has many of the mists of tradition, many of the exaggerations and distortions which clouded his character, cleared away by the fearless revelation which this volume makes. The light upon the lines of that fine and heroic character are intensified, tho the halo may be a little dimmed. The compensation lies in the fact that the man is made more real and human, and historic judgment is at last satisfied. The portraits and facsimiles are useful additions to the work.

Hare, Christopher. Charles de Bourbon, High Constable of France. 8vo, pp. 360. New York: John Lane Co. $4.

When Henry the Eighth of England met Francis the First at the Field of the Cloth of Gold he was so imprest with the state and bearing of Charles de Bourbon that he very characteristically remarked: "If I had a subject such as that he would not long carry his head upon his shoulders." The Duke de Bourbon was indeed a very important person in the realm of France. His ancestors on his father's side had fought and fallen at Crecy, Poictiers, and Agincourt, and he himself was at that time the head of the great house of Bourbon and this position of his was doubly assured him by a marriage with Suzanne de Bourbon, the heiress of the eldest branch of the house. Naturally, he became an object of jealousy even to his sovereign. Eventually it seems to have been a case of "Hell hath no fury like a woman scorned." Louise, the King's mother, had desired the love which the handsome young constable of France scornfully refused to give her. Then the thunderbolt fell, and on some legal pretext, the great noble was stript of all the vast possessions of the House of Bourbon, and even of his personal property. This ruin was felt like an affront by the proud young man, and he immediately shook the dust of France off his feet, joined the army of Charles Fifth, and avenged his wrongs with victory after victory over Francis, whom at the fatal battle of Pavia he made prisoner. It was characteristic of him that he carried out to the end his rebellious resentment and died while engaged in what was then considered the most impious form of warfare, even in battle against the Pope. His death is thus described by Mr. Hare. As the imperial army approached the fortifications of the city:

> "The Duc de Bourbon set the example to his men: he sprang from his horse, seized a ladder, and beckoning to the Spaniards to follow him, he advanced boldly to the western wall of the Borgo, between the Porta Torrione and the Porta Santo Spirito. He had scarcely begun to scale the wall before he was struck in the right groin by the shot from an arquebus, which went through his body, and he fell mortally wounded. . . . Thus fell, in the hour of triumph, the greatest general and most striking figure of the Renaissance."

He was tried after his death by a board of judges at which Francis himself presided. His name was called out three times, then it was reported to the King that Charles de Bourbon had not appeared. His sentence was accordingly drawn up and solemnly read out. "The Constable of France, dead, was condemned, his goods returned to the Crown, . . . and the door of his palace by the Louvre was painted yellow." "In this way," says Sandoval, "they wreaked upon him in death, the vengeance he defied when he was living."

The historians of France, even to Michelet, have repeated the slanders which the popular mind recklessly indulged in against the man who had deserted his country, and borne arms against his King and Church. Mr. Hare has investigated all the historical documents which bear on the case, and has written a brilliant defense of his subject. His reading, taste and knowledge of Renaissance history, and of Italian records and literature have admirably equipped this author for his task which is completed in a way that satisfies the historical student as well as the general reader. The photogravure frontispiece, which shows the face of the Constable of France as filled with a pleasing and refined expression, is very beautiful. Sixteen other artistic illustrations are also given.

Heston, Winifred. A Bluestocking in India—Her Medical Wards and Messages Home. Frontispiece. 12mo, pp. 226. New York: Fleming H. Revell Co. $1 net.

Hewlett, Maurice. Rest Harrow. Illustrations by Frank Craig. Pp. 400. New York: Charles Scribner's Sons. 1910. $1.50.

This is the last of Mr. Hewlett's "Senhouse" series. His next subject ought to be more worthy of him. It is impossible to measure these characters by usual standards, for the author has created, out of a powerful imagination, conditions unhealthy and undesirable. It seems unfortunate that real powers of poetic description and imaginative creation should be expended on unsavory subjects. Most thinkers agree that many of our existing institutions and conventions are inadequate to perfect happiness, but a defiance of all laws and social conventionalities would hardly seem like a satisfactory solution of the problem.

We enjoy Mr. Hewlett's style, admire some of his philosophy, are charmed by his out-of-door atmosphere, but deeply deplore his present pose.

James, Henry. The Finer Grain. New York: Charles Scribner's Sons. $1.25 net.

Two of the stories in the present volume answer the hope, doubtless felt by every one of Mr. James's readers, that his recent visit "home" should result in some form of fiction. That visit took place several years ago, and the "American Scene" stood for a long time as its only expression. But this latest volume presents us two stories, "The Round of Visits" and "Crapy Cornelia," in which we have pictures and not comment and criticism. They both sound the note of the "returned native," but in vastly different keys. If there is possibly cynicism in the one, a picture of an old school friend suffering moral deterioration under the impact of the modern craze for speculation, there is in the other, "Crapy Cornelia," only a soft minor of nostalgic calm. The man who comes home from the European exile finds his past world of New York swept away, except in so far as its shreds cling to the somber lady who bears this dubious title, and it is she whom he finds he must join in order not to make his life's thread tragically discontinuous.

The "contemporary" note, for which Mr. James's work has always been so notable, is sounded in a tale of artist life, "Mora Montravers," and so indeed is it in the remaining two of the five that make up these evocations of "The Finer Grain." In reading "The Velvet Glove," and "The Bench of Desolation," one overhears strange echoes of the earlier day. Who, for example, can "The

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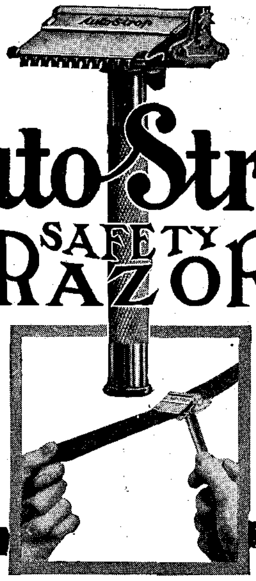

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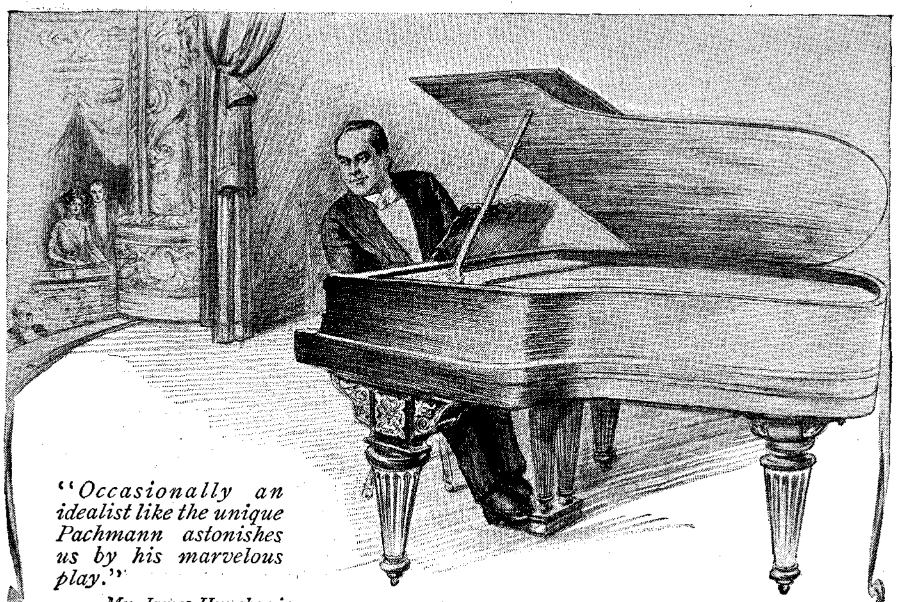
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Mr. James Huneker in "Mezzotints in Modern Music," P. 220

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Princess" of the first named of these stories be but the *Princess Cassimassima*, who made her first entrance on the stage of Mr. James's theater as far back as the days of "Roderick Hudson"? She is still the same avid pursuer of new sensations as we saw her then and in subsequent works, her successive incarnations showing her perennially young. In what way she now seeks to satisfy that ever keen desire for more of the world's life it must be left for the reader to find out, for that is only playing the game fairly with him.

The story called "The Bench of Desolation" poses in certain fundamental relations of character the same problem as did an earlier novel, "The Wings of the Dove." That Mr. James intends us to see this is almost implied in the name of the chief figure. *Kate Cookham* leads us by the easiest of roads to think of *Kate Croy*, the name in the later case very deftly sounding the descent in the social stratum where the level of the second story is placed. By the same token it is evident that the connotations of this story must be simpler and fewer. But the vulgarity of the stand taken by one woman is hardly less or greater than that taken by the other. *Kate Cookham's* triumph is the greater because her act was redeemed by her love. The solution of the story problem, in the latter case, is plainly indicated, while there are many who are still debating whether they more admire or detest the earlier, more complex, more civilized *Kate Croy*. Perhaps "The Bench of Desolation" is just another contribution of the author toward a settlement of the vexed question. At all events, it shows how a single situation may serve a master more than one good turn.

Jastrow, Joseph. The Qualities of Men—An Essay in Appreciation. 16mo, pp. 183. Boston: Houghton Mifflin Co. $1 net.

Keller, Helen. The Song of the Stone Wall. Illustrated. 12mo, pp. 80. New York: The Century Co. $1.20 net.

Laughlin, Clara E. Everybody's Lonesome—A True Fairy Story. Illustrated. 12mo, pp. 120. New York: Fleming H. Revell Co. 75 cents net.

Lee, Agnes. The Border of the Lake. 12mo, pp. 89. Boston: Sherman, French & Co. $1 net.

Le Gallienne, Richard. Attitudes and Avowals, with some Retrospective Reviews. 12mo, pp. 350. New York: John Lane Co. $1.50 net.

Maxwell, W. B. The Rest Cure—A Novel. 12mo, pp. 392. New York: D. Appleton & Co. $1.50.

Shakespeare, William. The Tragedy of Richard the Third. The Life and Death of Richard the Second. Two vols. The Life and Death of King John. First Folio Edition. Three vols. 16mo. New York: Thomas Y. Crowell & Co.

Sheridan, Richard Brinsley. The Rivals—A Comedy. With an Introduction and Notes by Joseph Quincy Adams. Frontispiece. 16mo, pp. 129. Boston: Houghton Mifflin Co. 25 cents.

Simpson, Samuel L. The Gold-Gated West—Songs and Poems. Edited, with an Introductory Preface, by W. T. Burney. Frontispiece. 12mo, pp. 308. Philadelphia: J. B. Lippincott Co.

Singmaster, Elsie. When Sarah Went to School. Illustrated. 12mo, pp. 188. Boston: Houghton Mifflin Co. $1 net.

Spencer, Herbert. Passages from the Philosophy of. Chosen by Clara Sherwood Stevens. 12mo, pp. 114. Portland, Me.: Thomas B. Mosher. $1.50 net.

Stimson, Frederic Jesup. Popular Law-Making—A Study of the Origin, History, and Present Tendencies of Law-Making by Statute. 8vo, pp. 390. New York: Charles Scribner's Sons. $2.50 net.

Stuart, Ruth McEnery. Sonny's Father, in which the Father, Now Become Grandfather, a Kindly Observer of Life and a Genial Philosopher, in his Desultory Talks with the Family Doctor, Carries Along the Story of Sonny. Illustrated. 12mo, pp. 240. New York: Century Co. $1 net.

Tabb, John B. Later Poems. 16mo, pp. 115. New York: Mitchell Kennerley. $1 net.

Taussig, F. W. The Tariff History of the United States. 12mo, pp. 422. New York: G. P. Putnam's Sons.

Trowbridge, J. T. Darius Green and His Flying-Machine. Illustrated. 16mo, pp. 53. Boston: Houghton Mifflin Co. 50 cents net.

Van Hise, Charles Richard. The Conservation of Natural Resources in the United States. Illustrated. 12mo. New York: The Macmillan Co. $2 net.

In this moderate-sized volume, President Van Hise presents a most compact yet comprehensive and illuminating discussion of conservation problems. The history of the movement is traced from its inception to its culmination in the White-House Conference of 1908 and in the North American Conservation Congress of 1909. The matter of the work is then grouped under the head of minerals, water, forests, and land, each being thoroughly discust as to location or quality, history, rate of consumption or method of utilization; means of conservation or restoration. Under minerals, coal, oil, and gas are noted as peculiar resources, which are limited in amount, and when extracted, must be consumed at once. The waste in coal-mining, now 50 per cent. of the amount mined, can be reduced at least one-half, and water-power should be used as much as possible for a substitute. Oil, for which nothing has been found to take the place as a lubricant, should be especially conserved, exportation prohibited, and the strictest supervision exercised in the opening of wells. Public coal, oil, and gas lands, the author holds, should be leased by the State and not sold.

Under metals he discusses the supplies of iron, copper, zinc, silver, and gold, showing that while limited, these materials when extracted may be used again and again. To insure their preservation, waste in mining must be reduced to the minimum, and they should not be put to uses where they will be disintegrated or destroyed.

Very different is the supply of water, an element continuously existing and always circulating. The effort of the State should be utilization for power, navigation, and irrigation, uses which are supplementary often and seldom mutually exclusive. Forests, however, form a peculiar resource in that they are slowly renewable. True conservation demands a reforesting proportionate to deforesting, and as factors in the securing of such a balance, the author urges reduction of fire loss; prevention of excessive waste; the utilization of by-products; the substitution of other building-materials for wood; the replanting of denuded tracts. Very similar is the conservation of soils, altho the restoration of such is an infinitely slower process. The chief care should be the prevention of erosion and the exhaustion of the soil of its growth-producing elements, especially phosphorus, the most important of them all.

It is recognized that conservation is a movement essentially altruistic and involving an individual sacrifice which is to be unexpected save at the behest of the law. The highest courts, however, recognize the State as *quasi*-sovereign and possessing all power necessary for preserving the rights of the people. That adequate legislation be secured, there must be a tireless education of public sentiment.

The work closes with a suggestive discussion of conservation and its relation to the future of the race. In a word, "conservation means the greatest good to the greatest number for the longest time."

Walker, Emma E. The Pretty Girl Papers. 12mo, pp. 306. Boston: Little, Brown & Co. $1.25.

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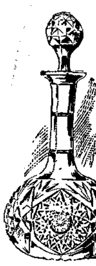
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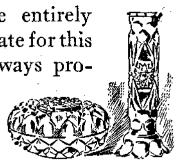
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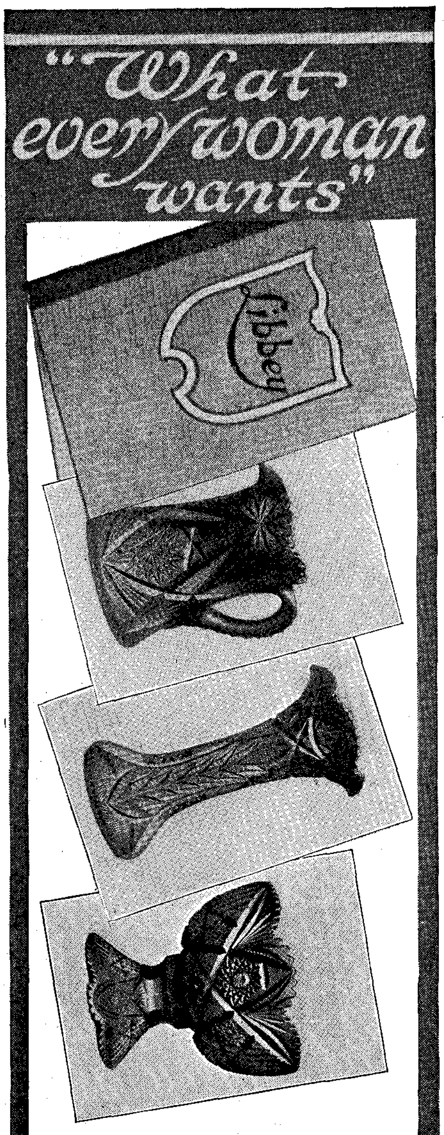

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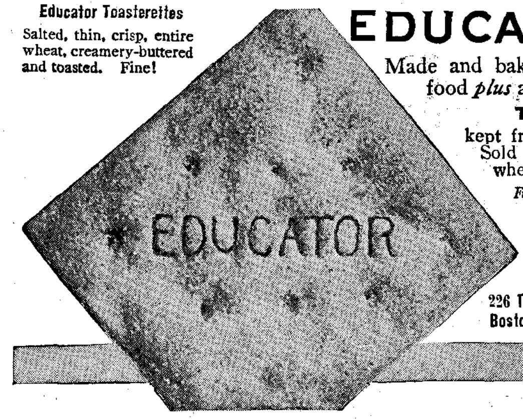

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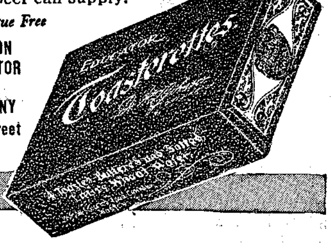

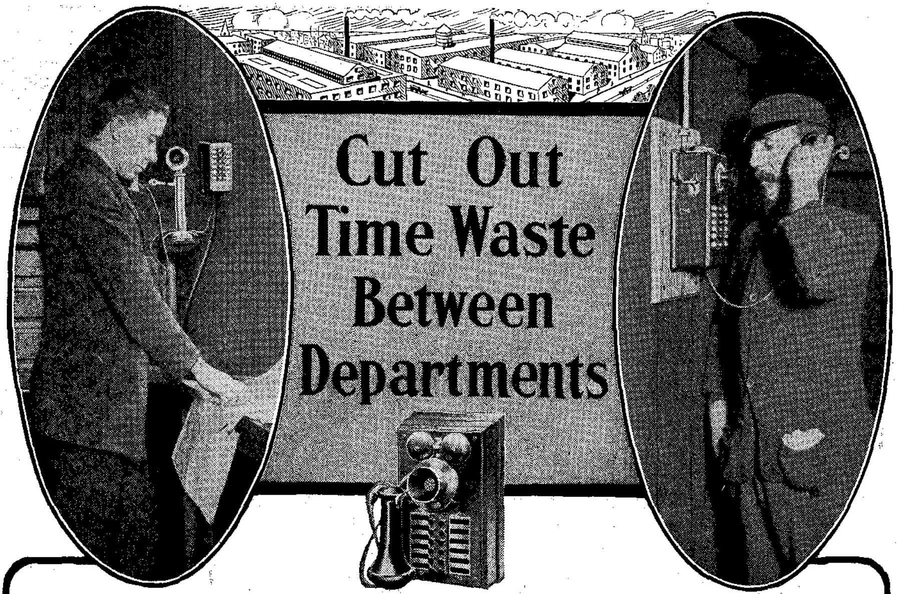
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Now consider the low cost. Inter-phones can be installed complete, including labor and all material, at a cost ranging from $6 to $30 per station, depending on the type of equipment selected. The fact that they are made by the manufacturers of the celebrated "Bell" telephones is assurance of their reliability.

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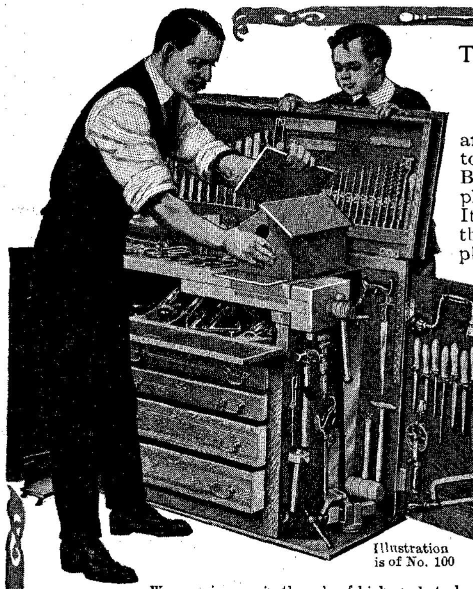
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Tinkering with Tools

and for the man who is really handy with tools a present of one of our Combination Benches and Tool Cabinets will give him more pleasure than anything else you could select. It is a handsome oak cabinet containing 95 of the finest tools made, and when open is a complete bench with vise ready for immediate use.

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HARDWARE, TOOLS AND SUPPLIES

White, Eliza Orne. Brothers in Fur. Illustrated. 12mo, pp. 117. Boston: Houghton Mifflin Co. $1 net.

Whitney, Harry. Hunting with the Eskimos. 8vo, pp. 453. New York: The Century Co. $3.50.

The joy of the hunter does not seem in the least to be impaired by cold, darkness, and privation of congenial or at least familiar society. The hunter's joy lies in overcoming difficulties and obstacles. He kills because that implies conquest, and generally he wins and carries off a trophy. We are deeply imprest with these radical truths in reading Mr. Harry Whitney's adventures in the Arctic circle, where he hunted the musk-ox, the seal, the narwhal, and the walrus. His food-supply was enriched with arctic hare and duck, and for fourteen months he made his headquarters at Etah and proceeded to make friends with the Eskimos and their families and set about a series of hunting-trips, the perils and excitement of which furnish material for a narrative of novelty and interest.

His account of the musk ox and the method of hunting it is exciting and will be quite new to most readers. The *Ovibos moschatus* is confined in habitat to Arctic America, and combines in its characteristics something both of the sheep and the ox. At any rate, it has some of the timidity of the former, and when once within rifle range, is easily brought to bay by dogs and dispatched. Mr. Whitney's account of his doings in Ellesmere, the region where the Ovibos abound, is graphic. His pages are enriched with photographs taken by himself, and the work is written in a straightforward and lucid manner.

Williams, Henry Smith. The Science of Happiness. 8vo, pp. 350. Harper & Bros. $2 net.

The author treats the problem of happiness from four different aspects: the physical, mental, social, and moral. These aspects he characterizes as highways toward the goal at which the rational being aims; which is "the goal of greatest average freedom from pain of mind and body; of greatest average preponderance of the sense of well-being; and therefore of greatest capacity for usefulness in adding to the welfare of humanity. The man has attained most happiness who has traveled as far as his hereditary limitations will permit on each of these paths."

Those who are accustomed to think of Epicurus as one extremely fond of the pleasures of the palate will be surprized to find, according to this author, that not only Epicurus, but his immediate followers lived habitually on the most abstemious diet, the staples of which were water and barley bread.

Moderation in eating as a general principle; abstinence from stimulants; development of the muscular system; the healthy brain as existing only in the healthy body; and much other sound advice is given, altho there is much that is commonplace.

Wright, Harold Bell. The Uncrowned King. Illustrated. 16mo, pp. 118. Chicago: Book Supply Co. 75 cents net.

Such is Fame.—FRESHLEY—"In the class this morning the professor of English literature said something about Beaumont and Fletcher. I know who Beaumont is, of course; he's the new outfielder for the Cubs. But who the Sam Hill is Fletcher?"

THE OTHER CHAP—"Why, you bonehead, he's the guy that says you must chew your victuals one hundred and thirty-six times before you swallow 'em."—*Chicago Tribune.*

POEMS

BY WILLIAM VAUGHN MOODY

CLASSICAL themes were not alone sufficient to wake the lyrical power in the late William Vaughn Moody. The two following are among his more important utterances upon occasions of the present. The first is in part his "Ode in Time of Hesitation," and was written after "seeing at Boston the statue of Robert Gould Shaw—killed while storming Fort Wagner, July 18, 1863, at the head of the first enlisted Negro regiment, the Fifty-fourth Massachusetts."

I.

Before the living bronze Saint-Gaudens made
Most fit to thrill the passer's heart with awe,
And set here in the city's talk and trade
To the good memory of Robert Shaw,
This bright March morn I stand
And hear the distant spring come up the land;
Knowing that what I hear is not unheard
Of this boy soldier and his negro band.
For all their gaze is fixt so stern ahead,
For all the fatal rhythm of their tread.
The land they died to save from death and shame
Trembles and waits, hearing the spring's great
name,
And by her pangs these resolute ghosts are stirred.

II.

Through street and mall the tides of people go
Heedless; the trees upon the Common show
No hint of green; but to my listening heart
The still earth doth impart
Assurance of her jubilant emprise,
And it is clear to my long-searching eyes
That love at last has might upon the skies.
The ice is runnelled on the little pond;
A telltale patter drips from off the trees;
The air is touched with southland spiceries,
As if but yesterday it tossed the frond
Of pendent mosses where the live oaks grow
Beyond Virginia and the Carolines,
Or had its will among the fruits and vines
Of aromatic isles asleep beyond
Florida and the Gulf of Mexico.

* * * * * *

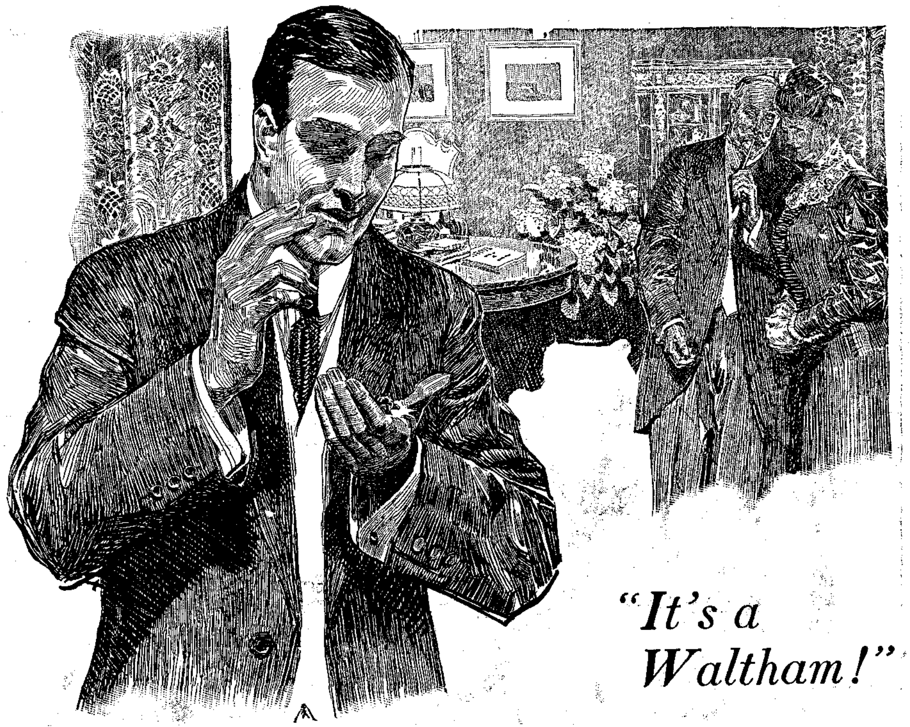
IV.

Alas! what sounds are these that come
Sullenly over the Pacific seas,—
Sounds of ignoble battle, striking dumb
The season's half-awakened ecstasies?
Must I be humble, then,
Now when my heart hath need of pride?
Wild love falls on me from these sculptured men;
By loving much the land for which they died
I would be justified.
My spirit was away on pinions wide
To soothe in praise of her its passionate mood
And ease it of its ache of gratitude.
Too sorely heavy is the debt they lay
On me and the companions of my day.
I would remember now
My country's goodliness, make sweet her name.
Alas! what shade art thou
Of sorrow or of blame
Liftest the lyric leafage from her brow,
And pointest a slow finger at her shame?

* * * * * *

VI.

Crouched in the sea-fog on the moaning sand
All night he lay, speaking some simple word
From hour to hour to the slow minds that heard,
Holding each poor life gently in his hand
And breathing on the base rejected clay
Till each dark face shone mystical and grand
Against the breaking day;
And lo, the shard the potter cast away
Was grown a fiery chalice, crystal fine,
Fulfilled of the divine
Great wine of battle wrath by God's ring-finger
stirred.
Then upward, where the shadowy bastion loomed



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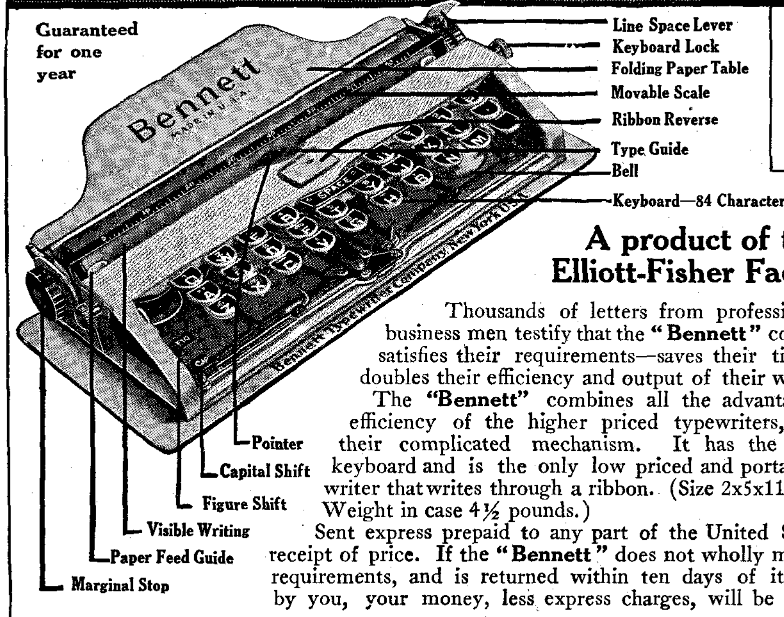

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Send name and address for free illustrated catalog. Agents wanted for a few unfilled territories.

R. L. BENNETT TYPEWRITER COMPANY, 366 Broadway, New York, U.S.A.

Huge on the mountain in the wet sea light,
Whence now, and now, infernal flowerage bloomed,
Bloomed, burst, and scattered down its deadly seed,—
They swept, and died like freemen on the height,
Like freemen, and like men of noble breed;
And when the battle fell away at night
By hasty and contemptuous hands were thrust
Obscurely in a common grave with him
The fair-haired keeper of their love and trust.
Now limb doth mingle with dissolved limb
In nature's busy old democracy
To flush the mountain laurel when she blows
Sweet by the southern sea.
And heart with crumbled heart climbs in the rose—
The untaught hearts with the high heart that knew
This mountain fortress for no earthly hold
Of temporal quarrel, but the bastion old
Of spiritual wrong.
Built by an unjust nation sheer and strong.
Expugnable but by a nation's rue
And bowing down before that equal shrine
By all men held divine,
Whereof his band and he were the most holy sign.

VII.

O bitter, bitter shade!
Wilt thou not put the scorn
And instant tragic question from thine eyes?
Do thy dark brows yet crave
That swift and angry stave—
Unmeet for this desirous morn—
That I have striven, striven, to evade?
Gazing on him, must I not deem they err
Whose careless lips in street and shop aver
As common tidings, deeds to make his cheek
Flush from the bronze, and his dead throat to speak?
Surely some elder singer would arise,
Whose harp hath leave to threaten and to mourn
Above this people when they go astray.
Is Whitman, the strong spirit, overworn?
Has Whittier put his yearning wrath away?
I will not and I dare not yet believe!

* * * * * *

IX.

Ah no!
We have not fallen so.
We are our fathers' sons; let those who lead us know!
'Twas only yesterday sick Cuba's cry
Came up the tropic wind, "Now help us, for we die!"
Then Alabama heard,
And rising, pale, to Maine and Idaho
Shouted a burning word;
Proud state with proud impassioned state conferred,
And at the lifting of a hand sprang forth,
East, west, and south, and north,
Beautiful armies. Oh, by the sweet blood and young
Shed on the awful hill slope at San Juan,
By the unforgotten names of eager boys
Who might have tasted girls' love and been stung
With the old mystic joys
And starry griefs, now the spring nights come on,
But that the heart of youth is generous—
We charge you, ye who lead us,
Breathe on their chivalry no hint of stain!
Turn not their new-world victories to gain!
One least leaf plucked for chaffer from the bays
Of their dear praise,
One jot of their pure conquest put to hire,
The implacable republic will require;
With clamor, in the glare and gaze of noon,
Or subtly, coming as a thief at night,
But surely, very surely, slow or soon
That insult deep we deeply will requite.
Tempt not our weakness, our cupidity!
For save we let the island men go free,
Those baffled and dislaurelled ghosts
Will curse us from the lamentable coasts
Where walk the frustrate dead.
The cup of trembling shall be drained quite,
Eaten the sour bread of astonishment,
With ashes of the hearth shall be made white
Our hair, and wailing shall be in the tent:
Then on your guiltier head
Shall our intolerable self-disdain
Wreak suddenly its anger and its pain;
For manifest in that disastrous light

We shall discern the right
And do it, tardily—O ye who lead,
Take heed !
Blindness we may forgive, but baseness we will smite.

Another of Mr. Moody's poems was the following:

On a Soldier Fallen in the Philippines

Streets of the roaring town,
Hush for him, hush, be still !
He comes who was stricken down
Doing the word of our will.
Hush ! Let him have his state.
Give him his soldier's crown.
The grists of trade can wait
Their grinding at the mill,
But he can not wait for his honor, now the trumpet has been blown.
Wreathe pride now for his granite brow, lay love on his breast of stone.

Toll ! Let the great bells toll
Till the clashing air is dim,
Did we wrong this parted soul?
We will make it up to him.
Toll ! Let him never guess
What work we set him to.
Laurel, laurel, yes ;
He did what we bade him do.
Praise, and never a whispered hint but the fight he fought was good ;
Never a word that the blood on his sword was his country's own heart's blood.

A flag for the soldier's bier
Who dies that his land may live ;
Oh, banners, banners here,
That he doubt not nor misgive !
That he heed not from the tomb
The evil days draw near
When the nation, robed in gloom,
With its faithless past shall strive.
Let him never dream that his bullet's scream went wide of its island mark,
Home to the heart of his sinning land where she stumbled and sinned in the dark.

The following are two lyrical stanzas from his poetic drama, "The Fire Bringer." The two spirits below indicated rise before Prometheus and speak:

The Stone Men

When earth did heave as the sea, at the lifting up of the hills,
One said, "Ye shall wake and be ; fear not, ye shall have your wills."
We waited patient and dumb ; and ere we thought to have heard,
One said to us "Stay !" and "Come !"—a dim and a mumbled word.
Mortise us into the wall again, or lift us up that we look therefrom !

The Earth Women

The night, the rain, and the dew from of old had lain with us,
The suns and winds were our lovers too, and our husbands bounteous ;
But lo, we were sick at heart when we leaned from the towers of the pine,
We yearned and thirsted apart in the crimson globes of the vine.
O tell us of them that hew the tree, bring us to them that drink the wine !

Foresight—"I think," said the heir apparent, "that I will add music and dancing to my accomplishments."

"Aren't they rather light ? "

"They may seem so to you, but they will be very handy if a revolution occurs and I have to go into vaudeville."—*Washington Star.*

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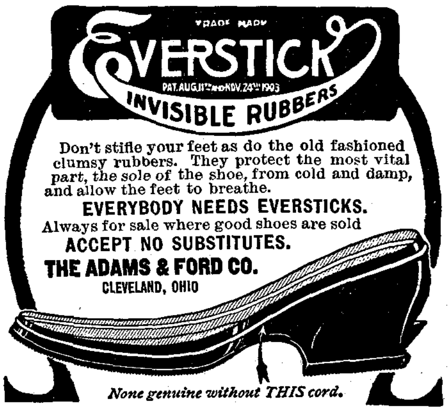

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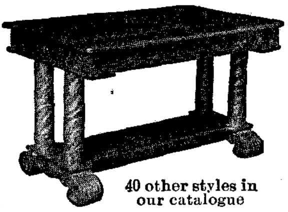

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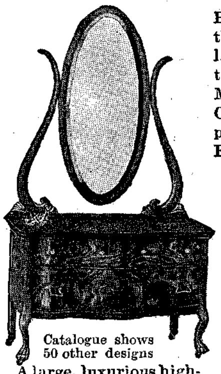

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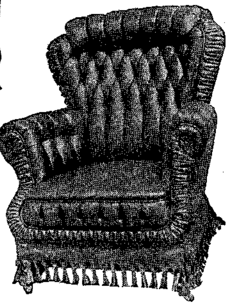

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Reference: Any Grand Rapids bank.

PERSONAL GLIMPSES

WHY MANUEL FLED

MONARCHS who flee at the approach of revolution are able to cite an imposing line of precedents to show that such is kingly etiquette. It is true that Charles I. and Louis XVI. did not succeed in getting away, but they did the best they could, and the result of their tardiness would not likely encourage threatened rulers to tarry too long. The accounts of Manuel's exit from Portugal have been "distorted by passion and ignorance," says the *Gaulois*, which proceeds accordingly to give the true story. He was actuated, it seems, by a most worthy and humane motive. He "acted solely with the object of saving his country from the ravages of civil war." To those who advised him to stay and resist the revolutionists he replied:

> I am always ready to sacrifice my own life, but my own life alone. I have no right to oppose by force the will of the nation, and above all I have no right to plunge the country into civil war, since the Army is divided into two parties. I love my country too much to bring it into ruin and to bathe it in blood.
>
> I prefer to lose my throne, for I know that history will do me justice and will say that the King of Portugal was unwilling to defend his crown at the price of the people's blood, and that he preferred to leave his country and permit the will of the people, real or supposed, to be manifested. If resistance would run no risk of involving others beside myself, I would resist, but the moment that resistance would cause devastation in Portugal, I refuse to attempt it.

The King then asked his companions to devote themselves to the welfare of his beloved country.

Marcel Huton, the Lisbon correspondent of the *Echo de Paris*, tells us that when the King learned the treason of almost all the regiments, he wept bitterly. Then recovering himself, he cried, "I am very glad that there has been no bloodshed." Mr. Huton gives this account of the flight:

> At one o'clock the King got into his auto, surrounded by the military escort commanded by Lieutenant Continho. Manuel wore a suit of deep blue cheviot and a hat of green felt, such as he is in the habit of wearing while out hunting.
>
> Queen Amelie and Queen Maria Pia followed in a second auto. Two small trunks accompanied the travelers. At four o'clock two fishing-boats were reached at the quay. The embarkation was difficult, for the sea was stormy. King Manuel took his place in one of the boats with Lieut.-Col. Antonio Waddington. On the quay, sadly watching the embarkation, were several noblemen and the lieutenant of a regiment of which the King is colonel.
>
> The King said with tears to the persons who had come to bid him farewell:
>
> "Adieu, forever!"
>
> Queen Amelie was carried down into the boat. The two Queens were drest in black. The venerable Queen Maria Pia, who is very

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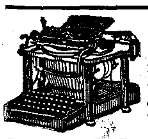

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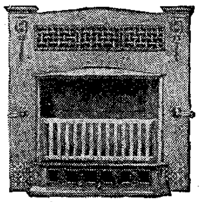

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This is because it is really a return draft stove in fireplace form. 85% of the heat is thrown out into the room instead of 85% being wasted as in common grates.

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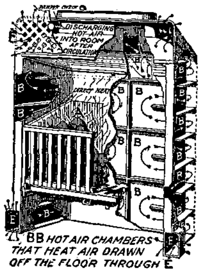

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fond of the rye bread of the peasants, carried a loaf of it under her arm wrapt in a napkin.

The mother of Manuel in silence fastened her eyes on the sea, and said not a word to him. When she was going to sit down she merely made a trivial remark to the boatman; then, after a moment of silence, she cried out almost fiercely in French:

"It is disgraceful!" but when the boat pulled out the Queen cried with feeling:

"Farewell! and may we soon return."

"We live in hopes of that," answered several of those who were present.

"There are various opinions," says the *Matin* (Paris), "with regard to the wisdom of Manuel's leaving Portugal." This French newspaper asked several eminent people their opinion on the matter. The famous writer, the Countess De Martel De Mirabeau, descendant of the great Mirabeau, when asked what she thought of Manuel's attitude, replied bitterly:

> The attitude of the King of Portugal? It is pitiful! It is disheartening and banal. He belongs more to the family of Orléans than to that of Braganza; he is following the tradition of his race. He is worthy of his grandfather, King Louis Philippe. Bread and butter and safety!

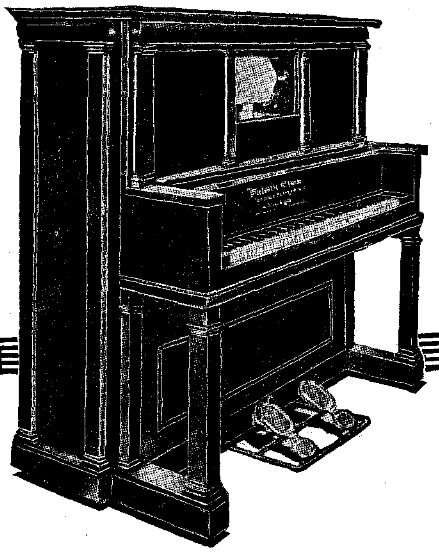
Louis Blériot, the aeroplane hero, said:

> This is what I think of the King of Portugal. He thought himself pledged to abdicate when confronted by the barrier which the Republicans were building against him from day to day. He thought he must submit to the will of the people. Being ignorant he did not understand.
>
> But on the day of the revolution he should have put himself at the head of those troops that remained loyal and fought it out. He should have tried to defend his honor, his name. If he had been of the temper of Latham, of Le Blanc, of Aubrun, of Paulhan, of Chavez, indeed of any of my comrades, he would not have failed in his duty as a man.
>
> He ought to have been ready to die at his post, if necessary.

HOW PRESIDENT-ELECT CLEVELAND WAS PROTECTED

THE recent attempt on Mayor Gaynor's life recalls an incident in the life of Grover Cleveland during 1884, soon after he had become President-elect, and was deeply engrossed in preparing his inaugural speech and making up his cabinet. These duties and the continuous swarm of interviewers occupied so much of his time that he found chance for outdoor exercise only at night. "The Old Political Reporter," whose reminiscences appear in the Brooklyn *Eagle*, tells of passing the house occupied by the President-elect at a very late hour and seeing some one emerge and stop for a moment on the top step. Then—

> In the bulky figure in the half-shadow I recognized the form of the most conspicuous man of the time. Quickening my pace I reached the foot of the steps as Mr. Cleveland gained the sidewalk. After greeting him I asked if it were not a late hour for him to be out.
>
> "Yes," he replied; "it is late. It's after



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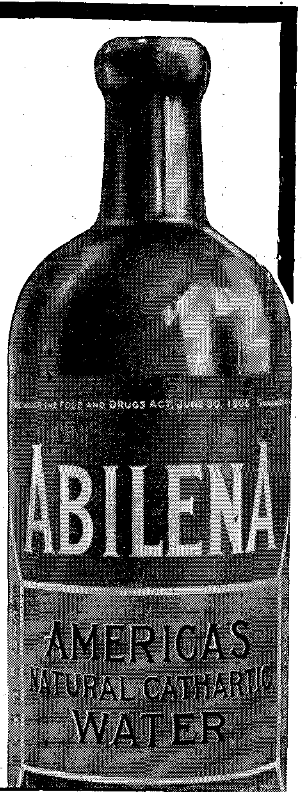

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midnight. I want some fresh air. I don't get a chance to get out in the daytime. From the moment I get out of bed in the morning until it is time to go to bed again, I am detained in the house by one thing or another. So when everybody has gone and Dan goes home I slip out and trot around the park for half an hour or an hour."

The Old Political Reporter was horrified. All the dangerous possibilities that were involved in this habit of midnight wandering crowded upon his mind.

Here was a man who had but recently passed through the bitterest campaign known to the history of American politics, in the course of which the vilest passions had been aroused; who had been a conspicuous mark for slander and scandal, and who, in his very strength, had incurred enmities that were deeply seated and outspoken. He had but just emerged from a post-campaign for the securing of the count in which animosities had been sent up to the rioting-point. He was the instrument of a political revolution in which a party that had been so long in possession that its members believed that it owned the country and its government and had a prescriptive right to patronage, was cast from power. With his inauguration 125,000 employees of the Federal Government faced the possible loss of their places, many of whom had served so long that they had come to believe that they had inherent rights—life rights—in the offices they held. All over the country were newspapers of the opposition bemoaning the people's choice, refusing to acquiesce in the result, predicting disaster and ruin as a consequence of the administration of government by the democracy, and thus tending to blow the glowing embers of hate into a flame.

During the campaign threats of violence had reached Cleveland, which he had treated as the vaporings of temporarily overheated tempers. Those who were conspicuous in the conduct of the campaign had become accustomed to threats of assassination if they did not cease their efforts to defeat Blaine. Such threats had become numerous after the publication of the Mulligan letters. And the Old Political Reporter had had his own experiences, for after he had attained a disagreeable notoriety in the discharge of certain duty which had been thrust upon him, he had come to a bitter realization of the meanness of human nature; the sanctity of his home had been invaded, his family distrest by bushels of letters and documents denouncing him, charging him with all sorts of crime, and containing threats to his wife that if she did not recall him from that duty she would be made a widow. On the streets and in the hotels of Albany went strangers who seemed to have no other business than to obtain a glimpse of Cleveland, and in such numbers as to attract attention. The memory of Guiteau's bullet that had taken Garfield from life was yet fresh—only three years old.

And the central figure of all was nightly wandering through a poorly lighted park in the small hours of the morning alone.

All these things crowded on the mind of the Old Political Reporter, and it is not to be wondered at that, in horror, he cried out:

"You go into that park alone?"

"Yes," answered Cleveland. "Alone. Why not?"

"Well," said I, stirred into dogged bluntness. "Here's one night when you're not going alone. I'm going with you."

With an indulgent smile Cleveland said: "I'll be glad to have you walk with me, but understand there is no compulsion about it. It is not necessary, but if you are coming, come along."

He led the way across the street and we entered the park, where we walked for an hour.

The next morning I got to Lamont as soon as I could and told him of this nightly habit of Cleveland. He was almost panic-stricken.

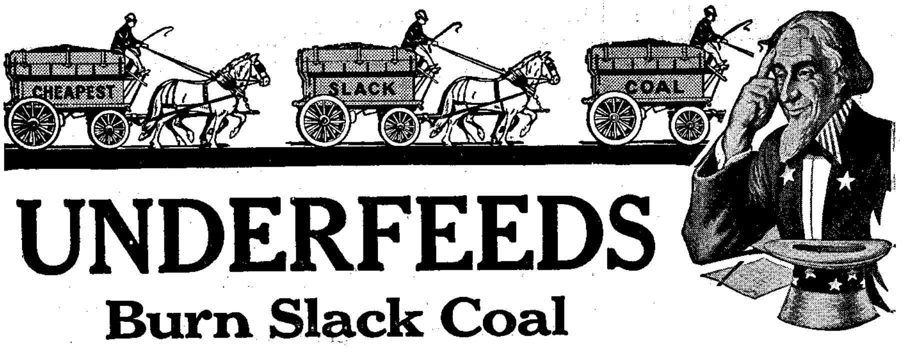
"I knew nothing of this. He never has said anything to me nor has any one else. I don't dare to speak about it to him now. He's so infernally stubborn about such things. But he won't be alone in that park again, tho he won't know it."

Thereafter, tho Cleveland did not know it, there was a guardian behind pretty nearly every bush, the park was cleared at ten every night, and after that hour until daylight no one was allowed to enter without being satisfactorily accounted for. No publicity was given to the precautions.

A CHINESE HUSBAND

An American woman who first married an American and later a Chinaman, draws a comparison between the two in *The Independent*, declaring the white man to have proved yellow and the yellow man white, and paying a tribute to the "ordinary Chinaman." She writes:

> Now that Liu Kanghi is no longer with me, I feel that it will ease my heart to record some memories of him if I can. The task is not an easy one, so throng to my mind the invincible proofs of his love for me, the things he has said and done. My memories of him are so vivid and pertinacious, my thoughts of him so tender.
>
> To my Chinese husband I could go with all my little troubles and perplexities; he would smooth them out; to him I could talk as women love to do at times of the past and future, the mysteries of religion, of life, of death. He was not above discussing such things with me. With him I was never strange or embarrassed.
>
> My Chinese husband was simple in his tastes. He liked to hear a good story, and tho unlearned in a sense could discriminate between the good and the bad in literature. This came of his Chinese education. He told me one day that he thought the stories in the Bible were more like Chinese than American stories, and added:
>
> "If you had not told me what you have about the Bible I should say that it was composed by the Chinese."
>
> Music had a soothing tho not a deep influence over him. It could not sway his mind, but he enjoyed it just as he did a beautiful picture. Because I was interested in fancy work, so also was he. I can see his face, looking so grave and concerned because one day I spilled some ink on a piece of embroidery I was working.
>
> If he came home in the evenings and found me tired and out of sorts he would cook the dinner himself, and go about it in such a way that I felt that he rather enjoyed showing off his skill as a cook. The next evening if he found everything ready he would humorously declare himself much disappointed that I was so exceedingly well.
>
> At such times a gray memory of James Carson would arise. How his cold anger and contempt on like occasions had shrivelled me up! James Carson had been a far more



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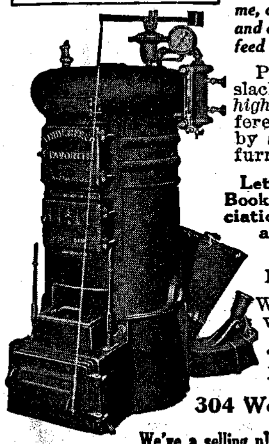

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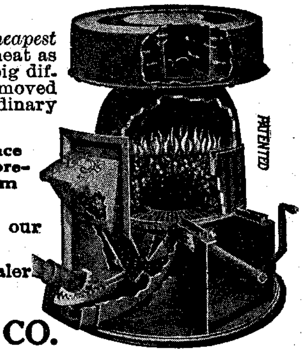

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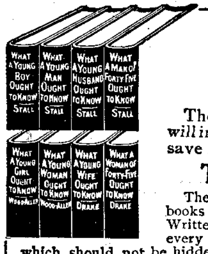
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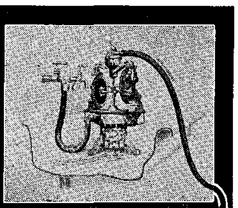

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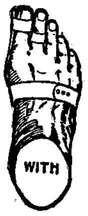

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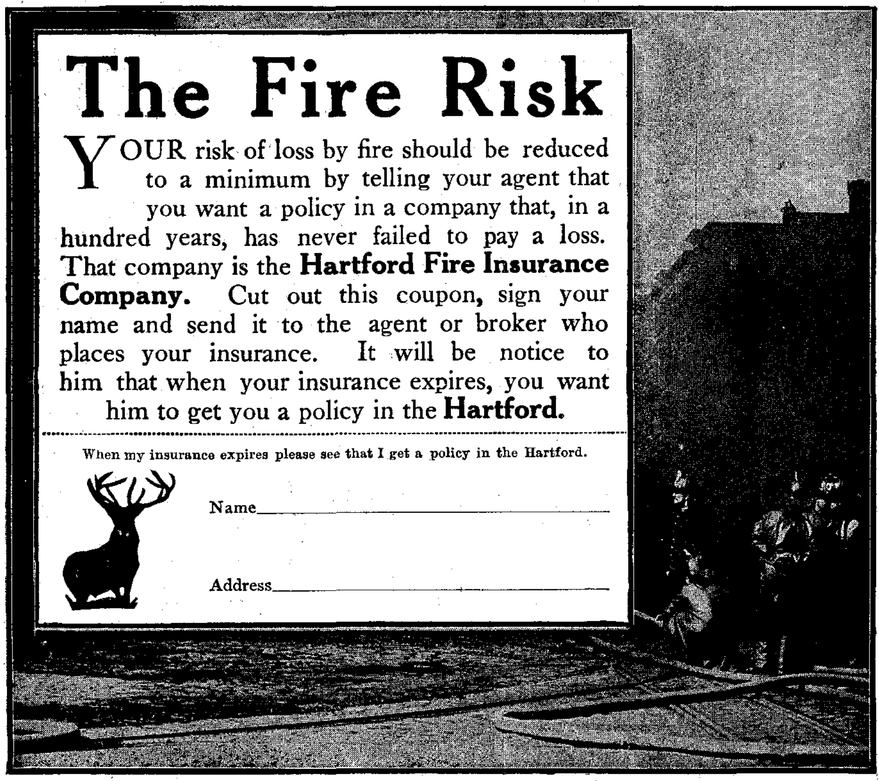

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ardent lover than ever had been Liu Kanghi. Indeed it was his ardor, real or feigned, that had carried me off my feet.

There was nothing feigned about my Chinese husband. As my union with James Carson had meant misery and bitterness, so my union with Liu Kanghi meant on the whole happiness, health, and development. Yet the former, according to American ideas, had been an educated and broad-minded man, the other just an ordinary Chinaman.

But the ordinary Chinaman I want to show you was the sort of man whom children, birds, animals, and some women love. My little girl loved him even better than she loved me.

The writer then relates an incident showing her husband's stoicism. Their child had found a rat trap and was holding it in such a way that the slightest move would have released the spring and plunged the cruel teeth into her arm. The Chinaman went quietly up to the child and took from her the trap, then asked his wife to release his own hand from the teeth. "It was the only way," he said.

I have heard people say that he was a keen business man, this Liu Kanghi, and I imagine he was. I did not, however, discuss his business with him. He never seemed to have any desire to talk over sales and figures with me, and I'm sure I had not. I went down to his store occasionally. All I was interested in were the pretty things and the women who would come in and jest with him. He could jest too.

Of course the women did not know that I was his wife. Once a woman in rich clothes gave him her card and asked him to call upon her. He handed me the card after she left. I tore it up. He took these things as matter of course and was not affected by them. "They are a part of Chinatown life," he explained.

He was a member of the Reform Club, a Chinese social club, and the Chinese Board of Trade. He liked to discuss business affairs and Chinese and American politics with his countrymen and occasionally enjoyed an evening away from me; but I never needed to worry over him.

He had his littlenesses as well as his bignesses. For instance, he thought he knew better about what was good for my health and other things purely personal than I did myself, and if my ideas opposed or did not tally with his he would very vigorously denounce what he called "the foolishness of women." If he admired a certain dress he would have me wear it on every occasion

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possible and did not seem to be able to understand that it was not always fit.

"Wear the dress with the silver lines," he said authoritatively to me one day.

I was attired for going out, but not as he wished to see me. I answered that the dress with the silver lines was not suitable for a long and dusty drive on an open car.

"Never mind," said he, "whether it is suitable or not. I wish you to wear it."

"All right," I said, "I will wear it, but I will stay at home." I stayed at home, and so did he.

Sometimes he talked of returning to China. The thought filled me with horror. I heard the wives of Chinese talk about secondary wives. One afternoon the cousin of Liu Kanghi, with whom I had once lived, came to see me and showed me a letter which she had received from a little Chinese girl who had been born and brought up in America until the age of ten.

The last paragraph in the letter read: "Emma and I are very sad and wish we were back in America." Kanghi's cousin explained that the father of the little girls, having no sons, had taken to himself another wife, and the new wife lived with the little girls and their mother.

That was before my little boy was born. That evening I told Kanghi that he need never expect me to accompany him to China.

"Very well," said he soothingly. "We will neither of us go."

"You see," I began, sobbing hysterically, "I look upon you as belonging to me."

He wouldn't let me say more. After a while he said: "In China, it is true, a man may and occasionally does take a secondary wife; but that custom is custom not only because sons are denied to the first wife but because the first wife is selected by parents and guardians before a man is hardly a man. If a Chinese man marries for love his life is a filled cup and he wants no secondary wife, not even for the sake of a son. Take, for example, me, your great husband." . . .

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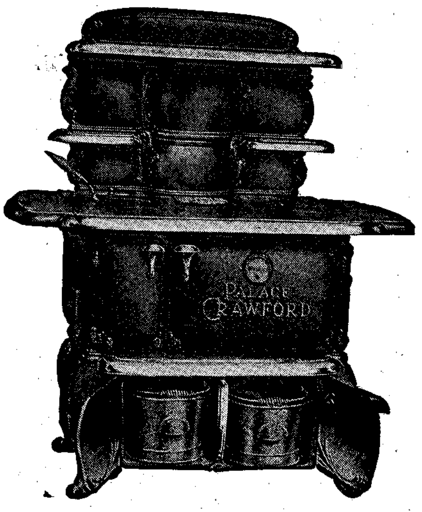

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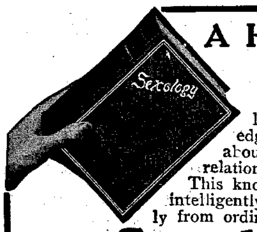

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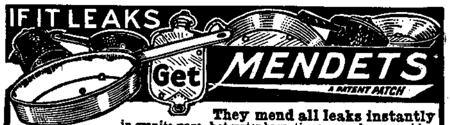

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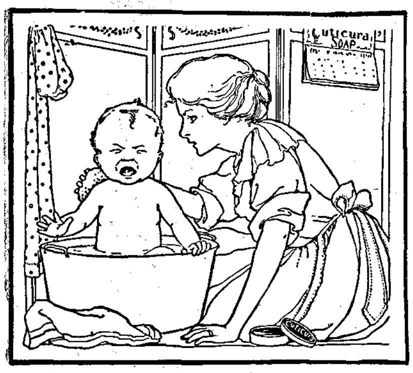

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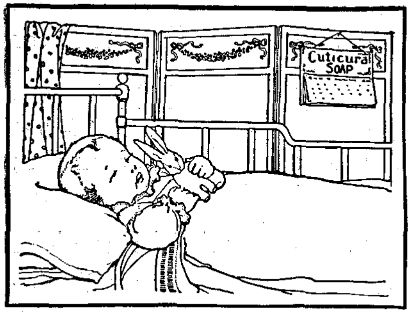

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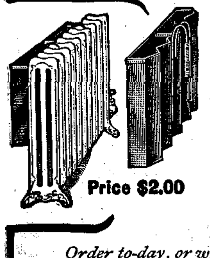

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of my husband's people I looked upon them as far more moral in their lives than the majority of Americans. I express myself thus to Liu Kanghi, and he replied: "The American people think higher. If only more of them lived up to what they thought the Chinese would not be so confused in trying to follow their leadership."

If ever a man rejoiced over the birth of his child it was Liu Kanghi. The boy was born with a veil over his face. "A prophet!" cried the old mulatto Jewess who nursed me; "a prophet has come into the world!"

She told this to his father when he came to look upon him, and he replied as he slipt over my middle finger a ring set with one large pearl, "He is my son; that is all I care about." . . . . . .

He came in one evening and found me weeping over my poor little boy. I shall never forget the expression on his face.

"Oh, shame!" said he softly, drawing my head down to his shoulder, "what is there to weep about? The child is beautiful. The feeling heart, the understanding mind is his. He will be a great writer. More than that, he will be proud that he is of Chinese blood; he will fear none, and after him the name of half-Chinese will no longer be of contempt."

Kanghi in his boyhood had attended a school in Hongkong. There he had learned English and made the acquaintance of several half Chinese, half English lads. "They were the brightest of all," he told me, "but they were low in the eyes of the Chinese, because they were ashamed of their Chinese blood and ignored it."

His theory, therefore, was that if his own son was brought up to be proud instead of ashamed of his Chinese strain he would become a great man. Perhaps he was right, but he could not see as I, an American woman, could, the conflict before our boy.

After the little Kanghi had passed his first month and we had found a good woman to look after him, his father began to take me out more than I had ever been before, and then began the most enjoyable period of my life. We dined often at a Chinese restaurant kept by a friend of his and afterward attended theaters, concerts, and other places of entertainment.

We frequently met Americans with whom he had become acquainted through business, and he would introduce them with great pride in me shining in his eyes. The little jealousies and suspicions of the first year seemed no longer to irritate him, and tho I had still cause to shrink from the gaze of strangers I knew that my Chinese husband was for several years a very happy man.

Now I have come to the end. He left home one morning, followed to the gate by the little girl and boy. We had moved to a cottage in the suburbs.

"Bring me a red ball," pleaded the little girl. "And me, too," cried the little boy.

"All right, chickens," he responded, waving his hand to them as he went down the road.

He was brought home at night, shot through the head. There are some Chinese, just as there are some Americans, who are opposed to all progress and who hate with bitter hatred all those who would enlighten or be enlightened.

That I have not the heart to dwell upon. I can only remember that when they brought my Chinese husband home there were two red balls in his pocket. Such was Liu Kanghi—a man.

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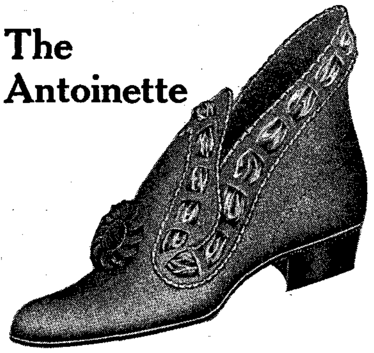

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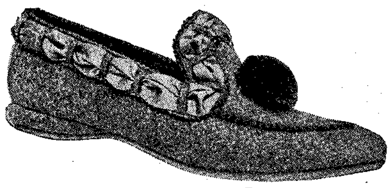

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VISITED BY A LEOPARD

When a leopard comes into the house, be very careful not to shut the door. This rule may not hold for elephants or giraffes, but it seems from the following account that leopards favor the open-door policy. If the door is open, they run; if it is shut, they become peevish and begin roughing it. The story below is an extract from a letter of Mr. George Maxwell, written to a friend in the Transvaal and reprinted in *The Wide Wide World*. Mr. Maxwell, by the way, was with Colonel Roosevelt last year, hunting big game in East Africa. The letter reads:

> I am writing this on my back in Nyeri Hospital, as the result of coming off second-best in a flare-up with a huge leopard. The thing happened on the evening of November 9, last. About 6:30 P.M., just as it was getting dark, I took a walk over to Mr. McDougall's, my nearest neighbor, about three-quarters of a mile distant, and had dinner there; afterward we sat talking round the fire. MacDougall's house is a small stone building containing only one room, about 16 feet by 14 with the door in the center of one wall and the fireplace in a corner.
>
> Three nights before this a leopard had taken away one of his pigs, so he had put out his rifle and one of mine as trap-guns at his pig-house. On this particular evening, however, he had not yet set them.
>
> About 10:30 P.M., as we sat smoking and talking round the fire—the door open, as usual—my little dog ran out and started barking round by the pig-houses.
>
> "That blest leopard must have come back," I said, half jokingly; "the dog is evidently after something."
>
> "Oh, he's always kicking up a fuss over nothing," returned MacDougall.
>
> A minute or so went by; then we heard the sound of feet rushing toward the door, and, looking round, saw my dog come tearing in with a monstrous leopard at its tail. I never saw a bigger. The brute was coming at such a speed that it was through the doorway and nearly on top of us before it could stop.
>
> Both of us promptly started shouting at it—partly to relieve our feelings, partly in the hope of saving the dog. What with the shouting, our proximity, and the lamplight, the leopard was so scared that it became quite dazed. It tried to rush out again, but, missing the door, got to the far side of the house, where it kept jumping up at the walls and windows. McDougall and I continued shouting at it. We thought the episode rather funny than otherwise, and that at any moment the beast would find the door and bolt, having received a fright that would last it a long time.
>
> All of a sudden, while it was jumping about, the leopard came against the back of the door and shut it with a bang. Then it dawned on me that we were in a bad fix, and no mistake, for a leopard will fight most desperately when cornered. By this time the brute was in a frenzy of rage at being trapt, and flew round and round the room like a streak of lightning, sending dishes, cupboards, boxes, and everything flying. MacDougall and I retreated to corners, using our chairs as shields. We had no weapon of any kind, and it was dangerous to move, for the leopard naturally thought we were coming to at-

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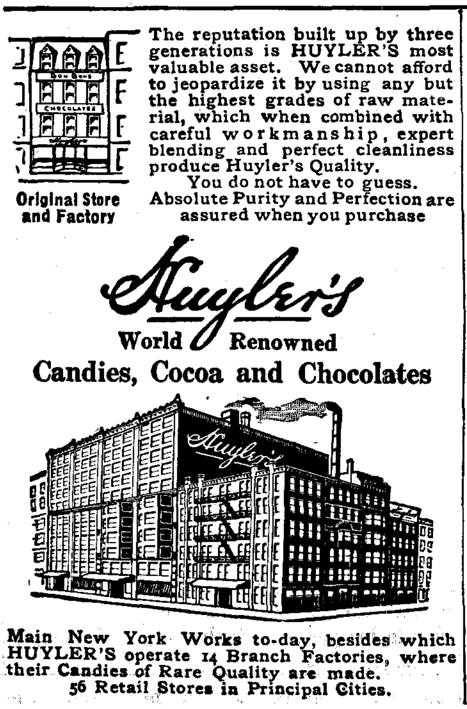
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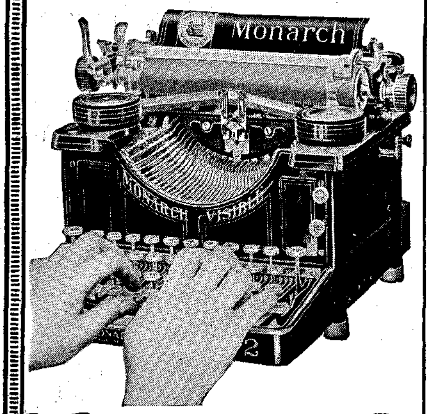

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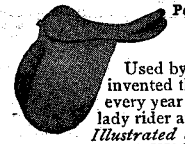

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tack it. All the time my little dog was dashing hither and thither after the infuriated brute, worrying it whenever he got a chance.

As I was nearest the door I thought I would make an attempt to open it, as otherwise the beast would undoubtedly finish the pair of us. I meant to go very slowly and only move when its back was toward me, but I had only made my first step when the leopard turned round and, with a horrible growl, sprang at me with terrific force. The light was very bad, and it must have sprung higher than I expected, for it knocked the chair out of my hands and got some of its claws home in my scalp, ripping it like a piece of cloth. Staggering and half-dazed, I got to work upon it with my fists and kept punching it about the head with all my strength. I don't suppose I did much damage, but I think I must have kept the brute from putting its teeth into my legs or body, for it tried repeatedly to catch my hand as I hit at it, while the dog jumped up and bit at its ear. Presently the dog caught it by the hind leg, and it turned round sharply to get at him. Seizing my opportunity, I made for the door, tho I was so blinded with blood that I could hardly see where it was. I threw the door open and looked round just in time to see the leopard going for MacDougall.

I made to go round and try to get the brute off him, but when I got half-way I heard the door close again, and I knew it was no use doing anything, so long as the leopard could not get out, so I went back to the door. I think it was just as well, for I had not even a chair in my hands that time, and the animal would probably have finished me altogether. When I looked round again the beast was just going to spring at MacDougall, but he caught hold of a blanket and held it up in front of him, which stopt it from leaping.

I stood still—I was getting very weak by this time—holding the door open with one hand, and keeping the blood out of my eyes with the other. The leopard must have been getting tired, for it stood motionless by the side of the bed, and I could have pinked it nicely if I had only had a spear.

The plucky dog was still worrying it, biting at its nose and legs, and presently it turned round and snapt savagely at him. As it did so it felt the night air coming in, turned round, saw the open door, and trotted out, with the dog still biting at its hind-quarters, so that I did not even get a farewell kick at it. . . . . . .

After we had got rid of our unwelcome visitor we began comparing wounds. I put my hand up to my head for the first time, and it felt just like a field of plowed meat. MacDougall had escaped much more lightly—he had only some slight scratches on his arm, but burned his fingers pretty badly when the beast attacked me. He had put his hand in the fire to get a brand to shove in its face, and, failing to find one, in the hurry and excitement, he had been grubbing among the red-hot ashes with his fingers. He felt no pain at the moment, but afterward discovered they were badly damaged.

We sent up to Nyeri for the hospital assistant to come down. He arrived about three in the morning and drest our injuries. Next day he took me up on a stretcher to Nyeri, where I have been ever since, and shall be for a few weeks yet, as I have got some very bad wounds about my head and a good deal of my skull exposed. I am getting on very well, and think all danger is now past. But I wish I had got that leopard.

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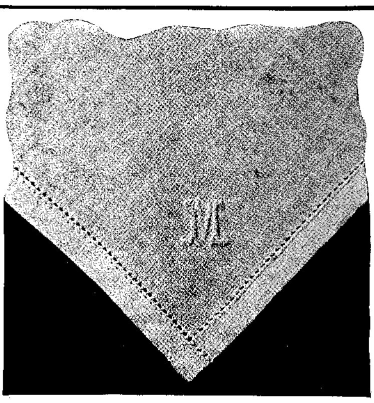

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FOR

6 FULL-SIZED HANDKERCHIEFS, made from Pure Belfast Linen. (1600 count.) With your initial embroidered in letter ½ inch high.

These Handkerchiefs are 18 inches square—¼-inch hem stitching.

Are soft and ready for immediate use.

Are neatly boxed and make a convenient present.

The ordinary retail price in stores is $2.00.

If not satisfactory in every way, return them and I will refund your money.

The following letters in stock:
A-B-C-D-E-F-G-H-J-K-L-M-N-O-P-R-S-T-W.

I will send you free my style book of Men's Furnishing Goods, and with it a folder showing how to correctly tie men's cravats.

References: Any Bank in Troy.

Shirts to your own measure. Made from fine quality of Madras, Oxford, Cheviot and Percales. 3 soft-front Shirts, $5.00. If not satisfactory, return them and I will return your money. *Samples of cloth and self-measuring blanks sent on request.*

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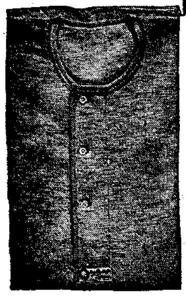

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Union Suits and Two-piece Garments.

Book "Dressing for Health" sent free.

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75 Franklin Street, New York

THE SPICE OF LIFE

Overtime.—A Baltimore man tells of an address made to some school children in that city by a member of the Board of Trustees. "My young friends," said the speaker, "let me urge upon you the necessity of not only reading good books, but also of owning them, so that you may have access to them at all times. Why, when I was a young man, I used frequently to work all night to earn money to buy books, and then get up before daylight to read them."—*Success.*

A Starter.—(THE MILLIONAIRE)—"Doctor, is it absolutely necessary to remove my appendix?"

"Not absolutely, but it is safer to begin with some simple operation like that."—*Life.*

One Better.—A Western buyer is inordinately proud of the fact that one of his ancestors affixt his name to the Declaration of Independence. At the time the salesman called, the buyer was signing a number of checks and affixt his signature with many a curve and flourish. The salesman's patience becoming exhausted in waiting for the buyer to recognize him, he finally observed:

"You have a fine signature, Mr. So-and-So."

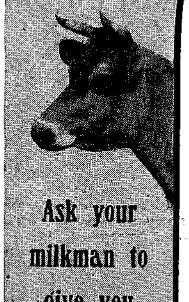
"Yes," admitted the buyer, "I should have. One of my forefathers signed the Declaration of Independence."

"So?" said the caller, with rising inflection. And then he added:

"Vell, you ain'd got nottings on me. One of my forefathers signed the Ten Commandments."—*Ladies' Home Journal.*

An Authority.—"Do men like blonde hair or brown best?"

"Ask your friend Emmy. She was once blonde, then brunette, and now her hair is coal black. She ought to know."—*Fliegende Blaetter.*



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If you have your own dairy cows, investigate the advantage of getting thoroughbred Jerseys.

The Jersey yields as much profit as two or more ordinary *good* cows. She is healthy, vigorous and costs no more to keep than an inferior cow.

For the suburban place, the Jersey is especially desirable on account of her gentle disposition.

Write for Jersey Facts.

Ask your milkman to give you Jersey Milk

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A Positive Five Year Guarantee

This is a New "Likly" Specialty

A Light Weight Soft Kit Bag

With the exception of the bottom, it is made entirely of soft, unboarded leather so that it is perfectly collapsible and easily carried.

Choice of genuine imported pigskin or of the finest smooth cowhide, with fancy plaid lining.

No bag or suit case is a real "Likly" unless this trade mark is stamped in the leather on the bottom.

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A Job for Job.—Wanted at once—Two fluent and well-learned persons, male or female, to answer the questions of a little girl of three and a boy of four; each to take four hours per day and rest the parents of said children. Apply at *The Register* office.—*Neepawa* (Manitoba) *Register.*

Exasperated.—CREDITOR (to tailor)—"I'll have no more of this dunning. If you don't stop it, I'll order another suit."—*Fliegende Blaetter.*

Giving Herself Away.—"What makes you think she is uncultured?"

"She thinks Ibsen's plays are stupid."

"Well, a lot of people think so."

"Yes; but she *says* so."—*Cleveland Leader.*

Physics Up-to-Date.—TEACHER—"What is a vacuum?"

PUPIL—"A thing one cleans with."—*Town Topics.*

Mindreading.—REDD—"Have a cigar?"

GREENE—"No; I promised my wife I wouldn't smoke."

REDD—"Then you don't mind if you do."—*Yonkers Statesman.*

Blasted Hopes.—UNCLE GUS—"So this is the baby, eh? I used to look just like him at that age. What's he crying about now?"

NIECE SUSIE—"Oh, Uncle Gus, he heard what you said."—*Chicago News.*

She Meant Sensations.—In a primary school examination, over which I once had the pleasure to preside, one of the questions was with regard to the five senses. One of the bright pupils handled the subject thus:

"The five senses are: Sneezing, sobbing, crying, yawning, coughing. By the sixth sense is meant an extra one which some folks have. This is snoring."—*Woman's Home Companion.*

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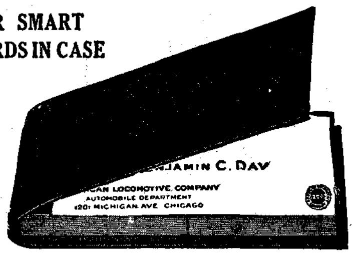

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CURRENT EVENTS

Foreign

October 21.—Dr. Albrecht Kossel of Heidelberg wins the Nobel prize in medicine.

October 22.—Dr. Hawley Crippen, at London, is found guilty of murder in the first degree.

Prince Francis of Teck, a brother of Queen Mary, dies in London.

October 23.—King Chulalongkom of Siam dies and is succeeded by his son, Chowfa Maha Vajiravudh.

Captain Madiot, a military areonaut, is killed by the fall of his aeroplane at Douai.

The people of Switzerland reject the constitutional amendment providing for a system of proportional representation.

October 24.—Naples and the neighboring country are swept by a hurricane.

Russia declines to meet the English proposal to arbitrate the dispute regarding the steamer *Oldhamia* and the American request for compensation for seizure of the cargo.

The steamer *Regulas* is wrecked on the Newfoundland coast and nineteen lives are lost.

October 25.—The Hague Court of Arbitration decides the Orinoco claims case, giving the American company an award of $46,867, with 3 per cent. interest since June 16, 1903, and $7,000 costs.

Lieutenant Monte is killed in the fall of his aeroplane at Magdeburg, Germany.

October 26.—M. Blanchard, the aeronaut, falls from a height of 100 feet at Issy-les-Moulineaux, and is killed.

Domestic

October 21.—Colonel Roosevelt speaks in Boston, commending the tariff-board policy of President Taft and urging the reelection of Senator Lodge and Governor Draper.

The Naval Board of Inquiry, which investigated the drowning of sailors from the battleship *New Hampshire* in New York harbor, finds the officers and crew of the ship free from blame.

Eleven more names, including that of Edgar Allan Poe, are selected for the New York University's Hall of Fame.

October 22.—Mayor Gaynor is the guest of President Taft at the White House at a dinner in honor of the Mayor of Tokyo.

The International Aviation Meet opens at Belmont Park, L. I.

Colonel Roosevelt speaks at Concord, Manchester, and Nashua, N. H., in support of the Republican State ticket.

October 23.—John K. Tener, Republican candidate for Governor of Pennsylvania, denies the accusation of complicity in alleged fraudulent transactions of the National Public Utilities Corporation, made by the Philadelphia *North American.*

October 24.—Secretary Ballinger, of the Interior Department, issues an order at Washington for the sale at auction of 1,650,000 acres of Indian lands in Oklahoma.

October 26.—President Taft decides to appoint W. H. Lewis, a negro, an Assistant-Attorney General of the United States.

Ex-Governor Candler of Georgia dies at his home in Atlanta.

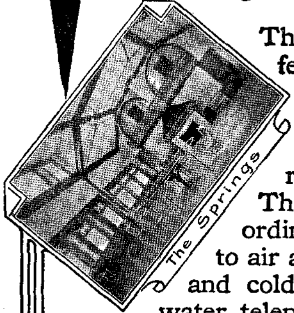
Alan R. Hawley and Augustus Post, of the balloon *America II.*, which started from St. Louis on October 17 in the race for the International Cup, in messages from St. Ambroise, Canada, announce their safe landing on October 19, at a point on the Peribonka River; by flying some 1,350 miles they have established a new world's record.

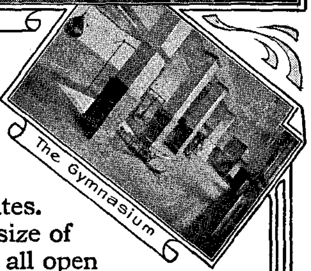
October 27.—The Director of the Census orders a recount of the population of Tacoma, Wash.

RECENT CENSUS RETURNS.

	POPULATION.		Per cent. Increase.
	1910.	1900.	
Arizona	204,354	122,931	66.2
Charleston, S. C.	58,833	55,807	5.4
Clinton, Ia.	25,577	22,698	12.7
Columbia, S. C.	26,319	21,108	24.7
Green Bay, Wis.	25,236	18,684	35.1
Nashua, N. H.	26,005	23,898	8.8
Quincy, Ill.	36,587	36,252	0.9
Sheboygan, Wis.	26,398	22,962	15.0

A Regular Income.—EMPLOYMENT AGENT (to lady)—"Madam, we can't be sufficiently grateful to you. The maid you sent to us has come back and paid a new fee every fortnight since!"—*Fliegende Blaetter.*





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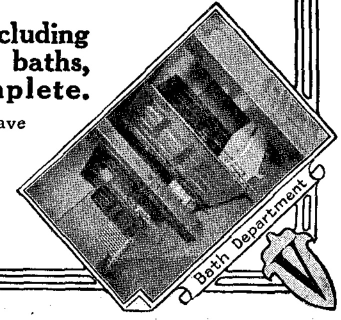

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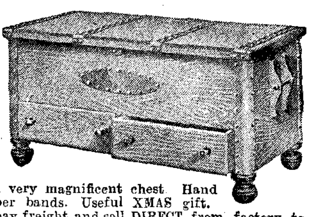

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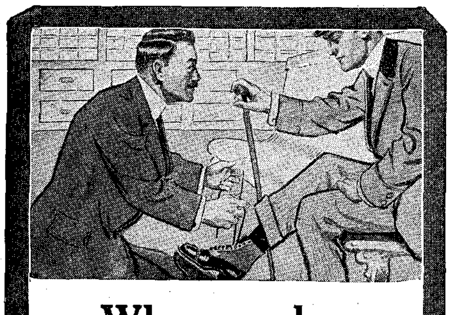

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have no equal for strength and long wear, and every pair is

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Finished with fast-color tips that won't come off.

10 cents per pair in black or tan—four lengths for men's and women's high shoes. At all shoe, dry-goods and men's furnishing stores. If your dealer can't supply you, we will. Write any way for booklet showing complete line.

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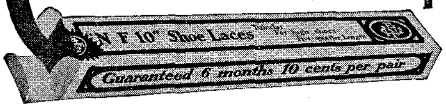

"N F 10" Shoe Laces
Guaranteed 6 months 10 cents per pair

THE LEXICOGRAPHER'S EASY CHAIR

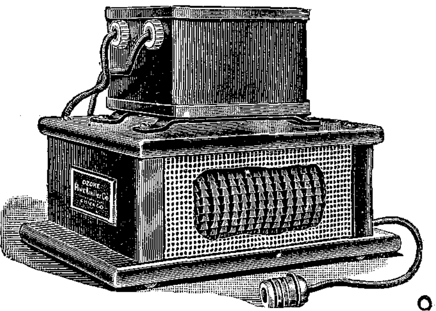
In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

"H. E.," New York, N. Y.—"Please distinguish between the words 'subvention' and 'subsidy,' and give the origin of both terms."

These terms are practically synonymous in their meanings, both having reference to pecuniary aid granted by a government to an individual or an enterprise with a view to public benefit. There is a distinction, however, in the application of the terms, as is explained by the STANDARD DICTIONARY (p. 1792, col. 3) as follows: "The somewhat rare term *subvention* is especially applied to a grant *of governmental aid to a literary or artistic enterprise*." The term "subvention" is derived from the Latin *subvenio*, from *sub*, under, and *venio*, come. "Subsidy" is from the Latin *subsidium*, from *sub*, under, and *sedeo*, sit.

"R. F. D.," New Jersey.—"Kindly explain the construction of the split infinitive, and give some illustrations of it, as I should like to understand it clearly."

The split infinitive is a moot point with grammarians, who quite generally condemn it, notwithstanding the fact that many of the best literary authorities make use of this construction. The discussion rests upon whether the proposition *to* is a component part of the infinitive mood of the verb, and whether it can be separated from the verb by the insertion of an adverb, thus: *to* kindly *send*—*to* properly *respect*. The following instances may be noted of this construction in literary use: "To an active mind it may be easier to bear along all the qualifications of an idea, than *to* first imperfectly *conceive* such idea. . . ."—Herbert Spencer. "*To* slowly *trace* the forest's shady scene."—Byron. "What ever have been thought on in this state, That could be brought *to* bodily *act* ere Rome had circumvention?"—Shakespeare.



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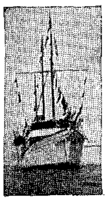
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Real Estate

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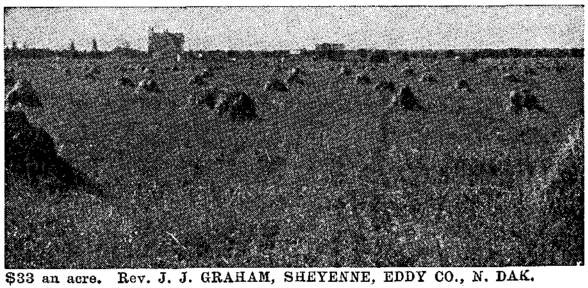

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The New Model E Now Ready
A Better Car——The Same Price

$485.00
F. O. B. Detroit

THIS new Brush model is built on the same fundamental principles as former Brush cars—on the same fundamental principles that will underlie all future Brush cars—on the same fundamental principles that have made it EVERYMAN'S CAR.

There are refinements and improvements in the Model E which will increase the efficiency of the car and make it more than ever deserving of the great reputation the Brush enjoys among 10,000 owners all over the world.

These improvements are few, and not one of them is radical in any way. They are simply the result of a careful study of the car and of the user's requirements.

WHEN we designed and built the first Brush, we were not aiming to make a car that would sell because it was different and low in price. We foresaw the demand for a small, dependable automobile that would provide a quicker, easier and cheaper means of transportation for the thousands who were using horse-drawn vehicles and the street cars in the performance of their duties.

True, the initial cost of the Brush is low. Please do not judge the car by its price, but rather by what it is doing every day for 10,000 users; judge it by its practical features of construction; by the wonderful showing made in economy, hill-climbing and endurance contests.

Always simple, economical and dependable, some of the Brush performances during the past year were truly wonderful.

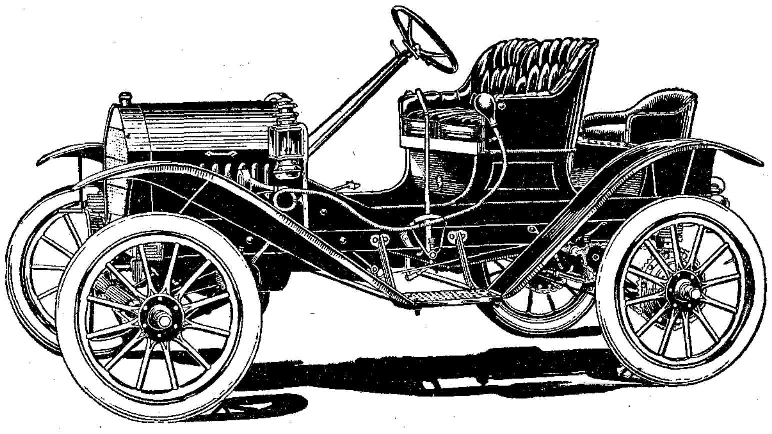
FOR example, we cite the trip of the **"Abernathy Kids."** You remember the boys who rode bronchos from their father's ranch in Oklahoma to New York to meet Colonel Roosevelt. These same boys, Louie and Temple, 9 and 6 years old respectively, drove a Brush Runabout back to Oklahoma, after only three lessons.

The father of the boys chose a Brush for them, because he found after a careful investigation that the Brush was the only car they could start and handle without help, and because it was so simple mechanically they could understand everything about it. Thousands realize this since reading about the trip and seeing this 9-year-old boy driving.

IN the Munsey Historic Tour, the principal endurance contest of the East in 1910, the Brush finished with a perfect score and won the trophy in its class. The route covered 1550 miles over all kinds of roads.

The Brush traveled on even terms with the big cars, on a schedule designed for big car power and stability. It finished with a perfect score under conditions that put several big cars out of the running. It proved its dependability in a way no one could doubt. These two achievements are of the utmost importance to you. They evidence the simplicity and dependability of the Brush.

Let us tell you what 10,000 users, of every walk in life, think of the utility of the Brush. Let us tell what the Brush will do for you.



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Licensed under Selden Patent

Long Waiting Lists in 137 Cities Show How the Nation Regards the Cadillac

"Thirty"

Over and above the thousands of 1911 Cadillacs already delivered, two thousand people are at this moment patiently waiting for the car of their choice.

It seems to us that we may well be pardoned for pointing to the positive, unswerving character of this Cadillac demand.

It is a national conviction, so firmly grounded, that Cadillac dealers, of their own initiative, are investing in splendid new Cadillac retail buildings for 1911 a total of more than $2,500,000.

New York, Chicago, Boston, Philadelphia, Pittsburg, Providence, San Francisco, Los Angeles, Milwaukee, Buffalo, Cleveland, Cincinnati, Denver, Toronto, Seattle, Vancouver, B. C., Jacksonville, New Orleans, Houston, Rochester,—everywhere the same clean cut disposition to ignore the claims of any other car save the Cadillac.

You will find none of these two thousand Cadillac buyers looking with envious eyes at costlier cars.

You will find none of them tempted by the vacillating market of lower-priced motor cars.

But you will find, in every large city in the country, scores of men who have owned higher-priced automobiles, in the past, driving 1911 Cadillacs.

Between the two extremes stands the Cadillac, solid as a rock in public esteem.

It is the foremost exponent now, as it was the first four years ago, of the policy of attaining the minimum price by large production, without abating one iota of excellence.

Uncertainty among those who buy above the Cadillac price; and uncertainty among those who buy below it; but none among those who buy the Cadillac—what does this indicate to you?

167 parts and 237 operations accurate to the 1-1000 of an inch or closer—outside the Cadillac neither higher nor lower price can buy such standardization

Do you know why 137 cities show long Cadillac waiting lists?

Do you know why 2,000 people are content to wait upon Cadillac deliveries?

Do you know why they are not attracted by cars of either a higher or lower price?

Because the nation has acquired motor wisdom—because it knows that neither high price nor low necessarily indicates value.

Because the nation is learning to know that no price can compensate for lack of standardization.

Because the Cadillac, with 167 parts and 237 operations accurate to the 1-1000 of an inch, possesses in this standardization an indispensable quality for which there is no substitute.

Last year we pointed to 112 parts accurate to 1-1000 of an inch.

We said that this accuracy was the one element which justified a $5000 price and that the Cadillac possessed it in a higher degree than any other car.

We said then—and thousands echoed it—that there was no better motor car value in the world.

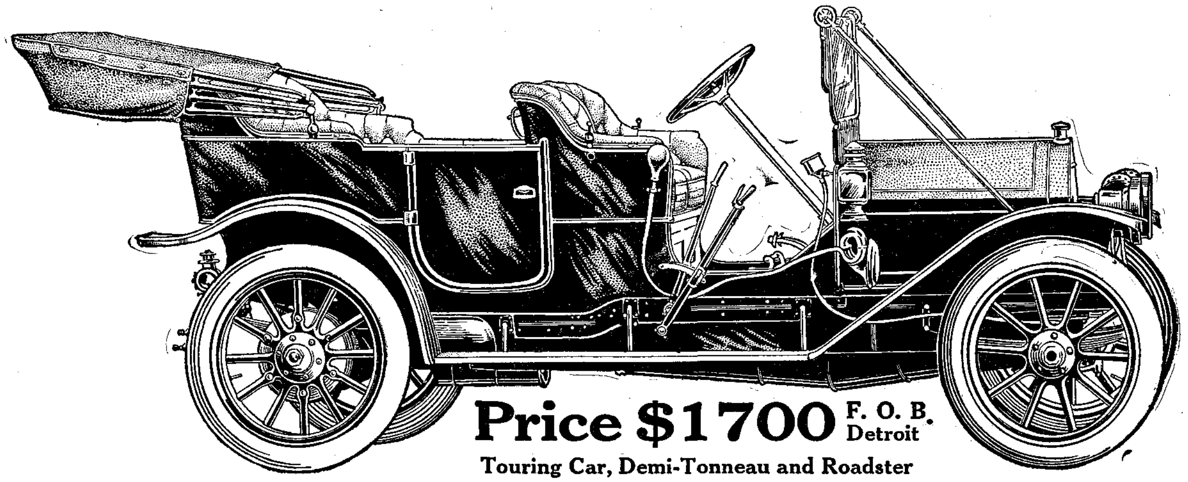
This year we come to you with the grand work of synchronization, harmony and perfect alignment pushed still further toward perfection.

167 parts in the 1911 Cadillac and 237 operations accurate to the 1-1000 of an inch.

That means a degree of standardization equalled by no other car in the world.

Do you find an explanation now for the extraordinary conditions described in the foregoing portion of this announcement?

Do you appreciate why the Cadillac is immune from the competition of cars of higher or lower price?



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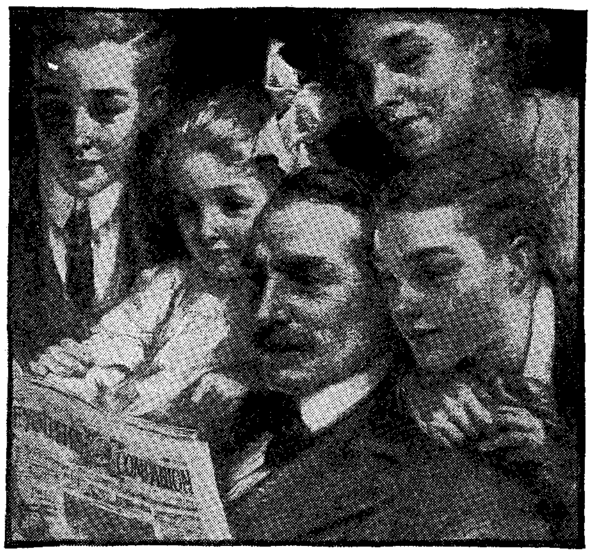

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